

DOD
 FLIGHT INFORMATION PUBLICATION
 (TERMINAL)
VFR
ARRIVAL/DEPARTURE
ROUTES
EUROPE

NOT FOR FLIGHT USE

EFFECTIVE 0001L **17 FEBRUARY 2005**
 TO 0001L 9 JUNE 2005

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SECTION A

SECTION B



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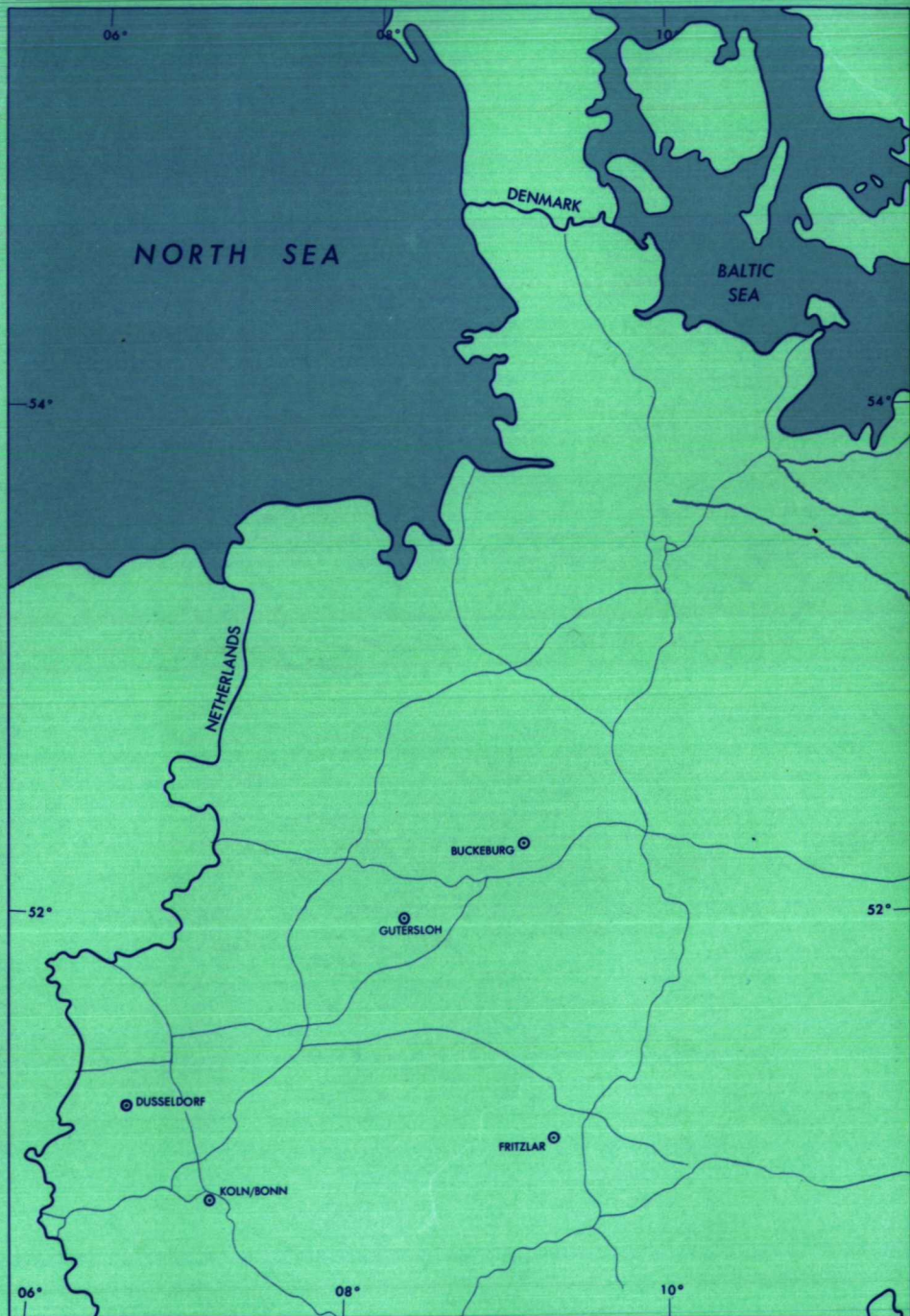
NGA REF. NO.



EFF. DATE 05048

TERMXVFRADER

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VFR ARRIVAL/DEPARTURE BASES

GERMANY
NORTHERN

LEGEND

RADIO AIDS

-  VOR
-  VOR-DME
-  DME
-  Doppler Reference Point
- ★ Indicates control tower or ATIS operates non-continuously.
- x Indicates frequency is unmonitored and available on request thru the controlling agency.
-  TACAN
-  VORTAC
-  NDB
-  AFRS

AIRPORTS/HELICOPTER

-   Airports
-  Heliport/Helicopter Alighting
-  Area
-  Glider Area
-  Parachute Drop Area

RUNWAYS

-  Hard Surface
-  Other Than Hard Surface
-  Overruns, Parking Areas, and Taxiways
-  Metal Surface
-  Closed Runways
-  Closed Taxiways
-  Under Construction
-  Displaced Threshold
-  Arresting Gear
-  uni-directional
-  bi-directional
-  Jet Barrier












OBSTRUCTIONS

- Spot Elevation
-  Obstacle
-  Group of Obstacles
-  Towers
-  Smokestacks
-  Hospital
-  Church
-  Buildings
-  Tanks
- ★ Rotating Airport Beacon
-  Tetrahedron
-  Wind Sock












ROUTES

-  Arrival Route
-  Departure Route
-  Traffic Pattern
-  Holding Pattern
-  Minimum Altitude
-  Maximum Altitude
-  Mandatory Altitude
-  Recommended Altitude
-  Compulsory Reporting Point
-  Non-Compulsory Reporting Point

BOUNDARIES

-  Flight Information Region (FIR)
-  Air Defense Identification Zone (ADIZ)
-  Terminal Control Area (TCA)
-  Sector (TCA)
-  Class E Airspace
-  Control Zone
-  International Boundary
-  Buffer Zone
-  Special Use Airspace
-  Special Use Airspace Sector Boundary and CVFR Boundary.
-  No Fly

MISCELLANEOUS SYMBOLS

-  Power Transmission Line
-  Railways (Single Track)
-  Railways (Multiple Track)
-  Fence
-  Major Dual Highway
-  Primary Roads
-  Secondary Roads
-  Bridges
-  Low Level Link Route
-  Low Flying Area
-  Jet Low Level Route

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GENERAL DATA**WARNING:**

ANY DEVIATION FROM THE PUBLISHED ROUTES MAY ENDANGER SAFETY OF FLIGHT AND MAY VIOLATE NOISE ABATEMENT PROCEDURES. THE APPROPRIATE AIR TRAFFIC SERVICE (ATS) UNIT MAY GRANT EXCEPTIONS. PILOTS IN VIOLATION MAY BE LIABLE FOR FINE OR PUNITIVE ACTION.

1. THESE PROCEDURES MAY NOT BE USED BY FIXED WING AIRCRAFT WEIGHING MORE THAN 12,500 LBS. (EXCEPTION, WIESBADEN AB AAF AND ZUID-LIMBURG, NO WEIGHT RESTRICTIONS).
2. UNLESS AN EARLIER TIME FOR THE ESTABLISHMENT OF RADIO CONTACT HAS BEEN INDICATED ON THE VFR PROCEDURE, CONTACT WITH AIRPORT CONTROL WILL BE ESTABLISHED BEFORE OR UPON REACHING THE INITIAL REPORTING POINTS SHOWN ON THE PROCEDURE.
3. IF INSTRUCTED TO HOLD, THE PILOT WILL AWAIT FURTHER INSTRUCTIONS IN ONE OF THE DEPICTED HOLDING PATTERNS.
4. REFER TO THE AIRPORT SKETCH FOR DETAILS CONCERNING TAXIWAYS WHICH, UPON INSTRUCTIONS FROM THE AIRPORT CONTROL, MAY BE USED BY LIGHT AIRCRAFT FOR TAKE-OFF AND LANDING.
5. UNLESS OTHERWISE INDICATED:
 - A. ALTITUDES ARE MEAN SEA LEVEL (MSL).
 - B. COURSE VALUES ARE MAGNETIC.
 - C. TIMES ARE IN COORDINATED UNIVERSAL TIME (UTC).
 - D. ELEVATIONS ARE IN FEET.

GENERAL INFORMATION

1. SCOPE

This publication is designed to satisfy DOD requirements for established VFR Arrival and Departure Routing. It is published by the National Geospatial-Intelligence Agency St. Louis, ST. LOUIS, MISSOURI.

2. AMENDMENTS

This publication is issued every 16 weeks. An Urgent Change Notice (UCN) will be published on an as required basis. When revised or new charts are received staple these to the inside of the front cover, make notations on the obsolete chart(s) and correct the table of contents.

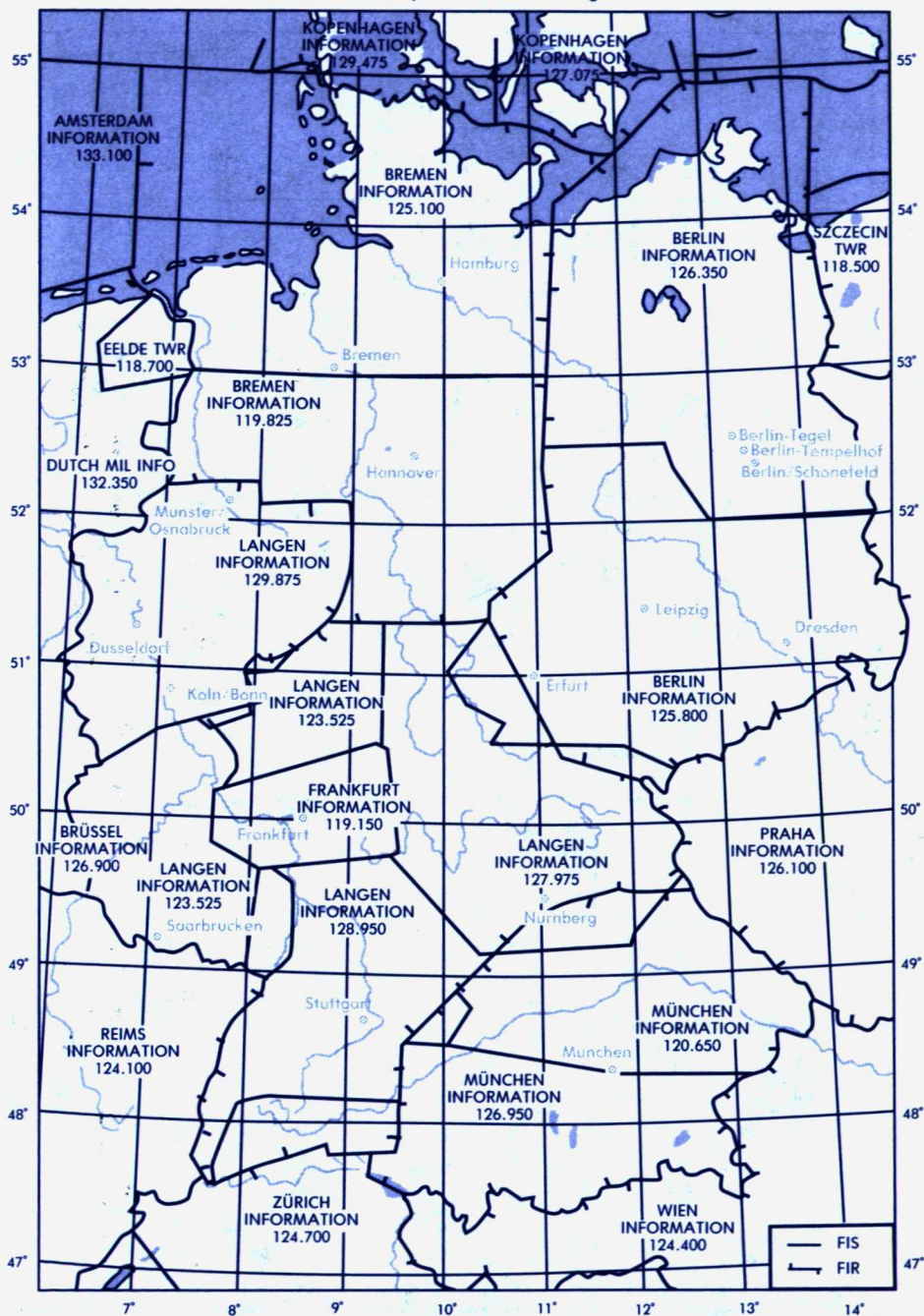
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See FLIP General Planning, Chapter 11.

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FIS Sectors, Frequencies and Callsigns



CONTACT POINTS FOR THE CHANGE FROM VFR-FLIGHTS TO IFR-FLIGHTS

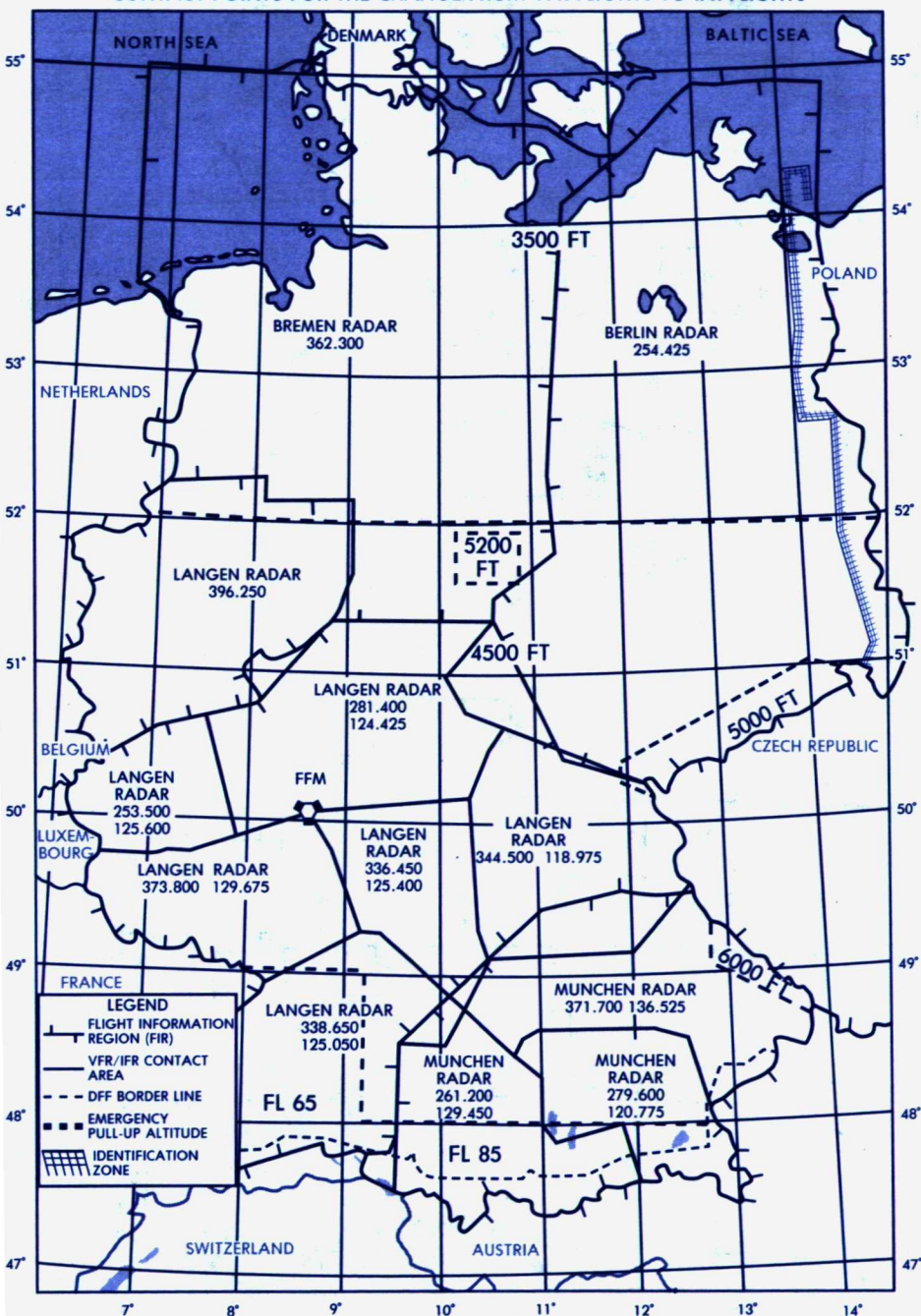
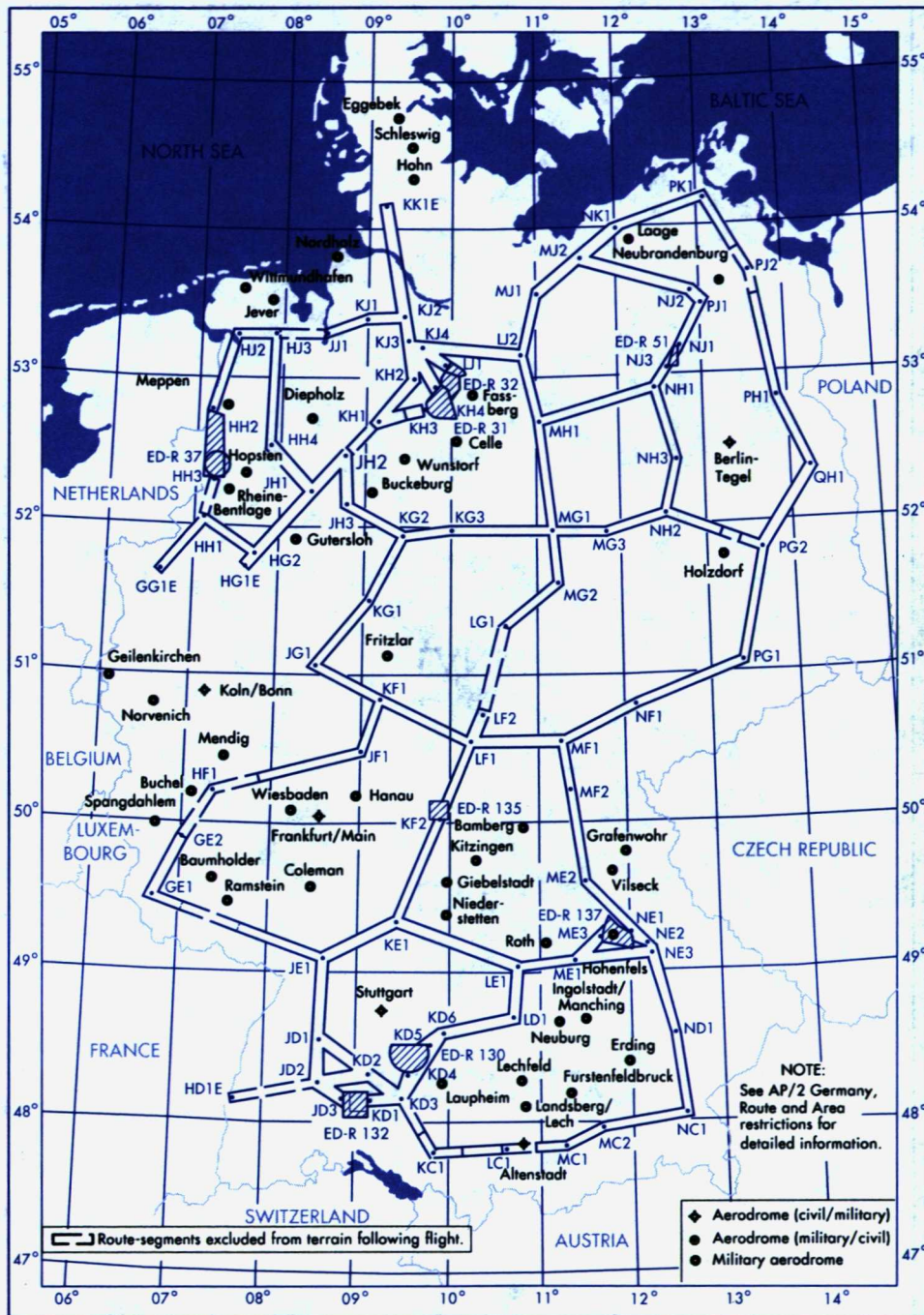


CHART OF NIGHT LOW FLYING SYSTEM



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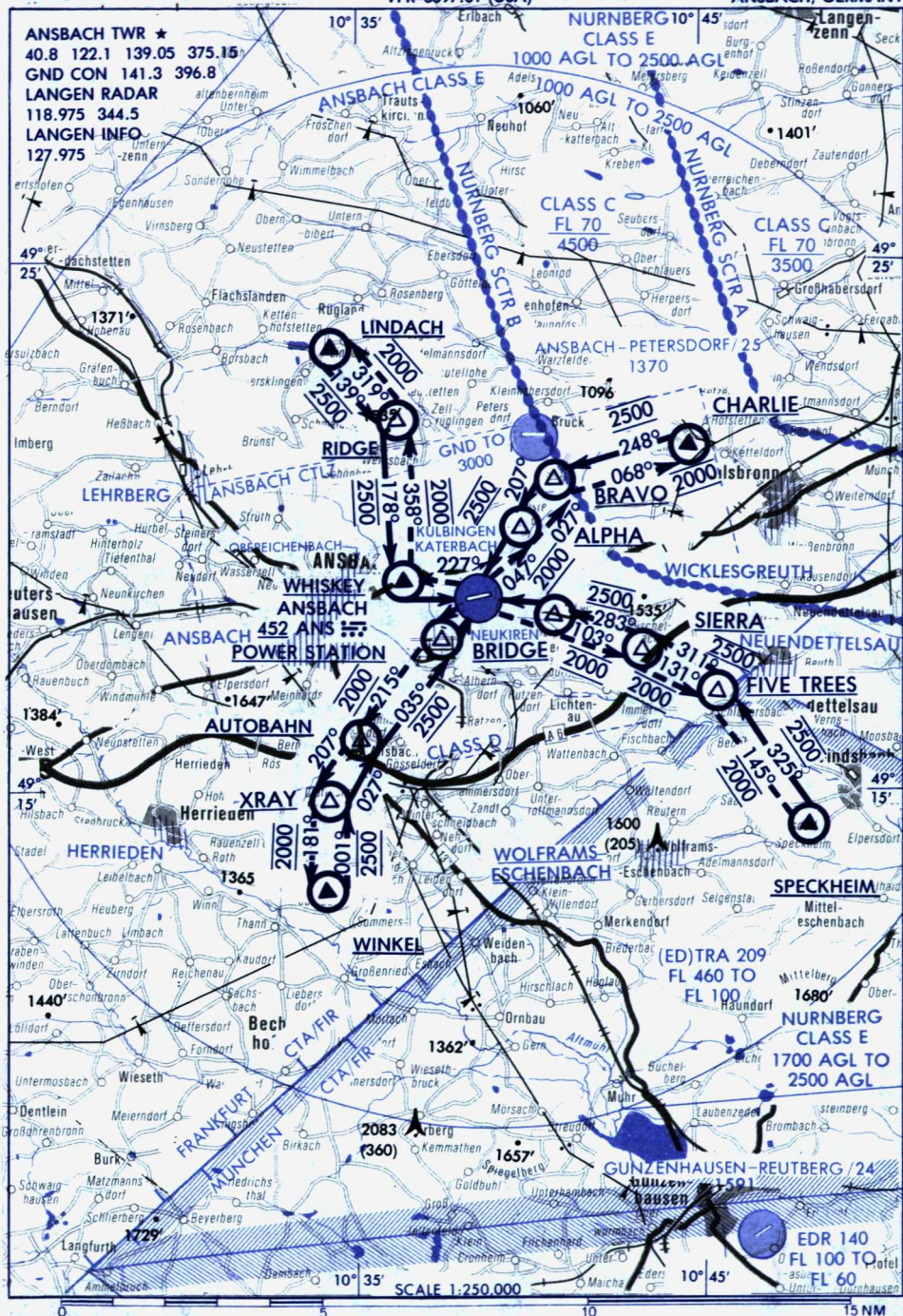
INTENTIONALLY

HELICOPTER

ANSBACH AHP (ETEB)

ANSBACH, GERMANY

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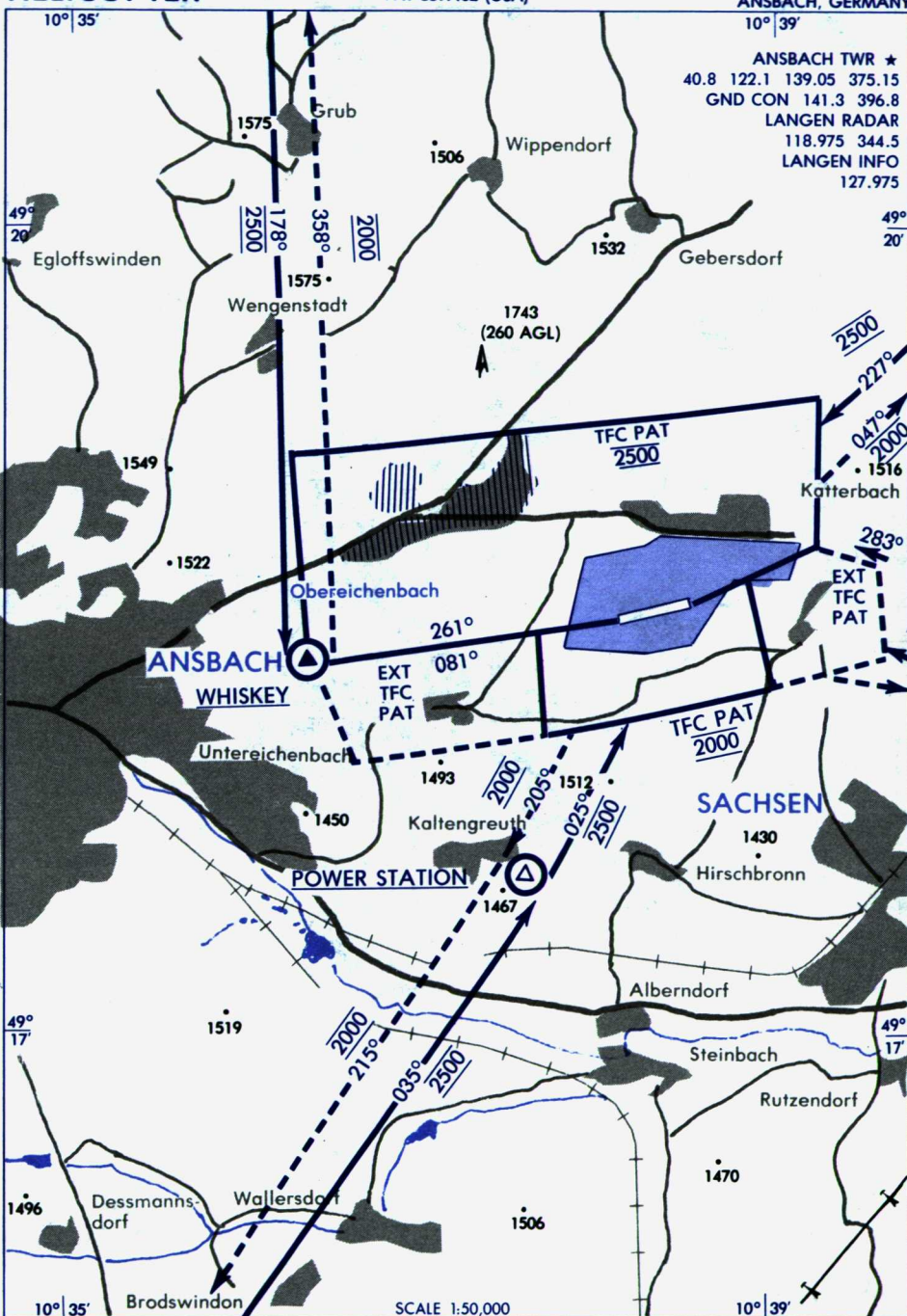


HELICOPTER

ANSBACH, GERMANY
ANSBACH AHP (ETEB)

NOT FOR FLIGHT USE

HELICOPTER



VFR-3397.02 (USA)

ANSBACH AHP (ETEB)
ANSBACH, GERMANY

ANSBACH TWR ★
40.8 122.1 139.05 375.15
GND CON 141.3 396.8
LANGEN RADAR
118.975 344.5
LANGEN INFO
127.975

SCALE 1:50,000

Nautical
3 Miles

ANSBACH, GERMANY
ANSBACH AHP (ETEB)

HELICOPTER

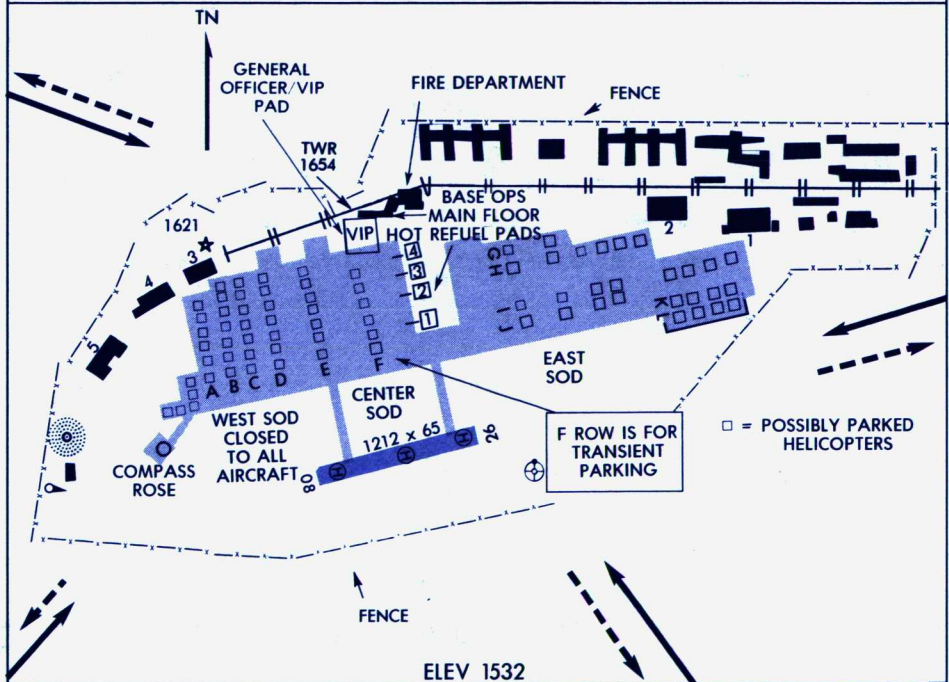
HELICOPTER PROCEDURES

1. CORRIDOR ALTITUDE IS 2500' MSL INBOUND AND 2000' MSL OUTBOUND DURING DAYTIME; 2000' MSL UNAIDED NIGHT/NVD.
2. DAYTIME TRAFFIC PATTERN ALTITUDES FOR NORTH TRAFFIC IS 2500' MSL; FOR SOUTH TRAFFIC IS 2000' MSL. ALL TRAFFIC PATTERNS ARE 2000' MSL FOR UNAIDED NIGHT/NVD.
3. MAXIMUM AIRSPEED FOR ALL CORRIDORS AND NORTH TRAFFIC IS 100 KIAS. SOUTH TRAFFIC IS 80 KIAS.
4. ARRIVING AIRCRAFT CONTACT TOWER 5 MINUTES PRIOR TO REACHING OUTLYING REPORTING POINTS.
5. BETWEEN SS AND SR: CORRIDORS LINDACH AND SPECKHEIM ARE INBOUND ONLY. CORRIDORS CHARLIE AND WINKEL ARE OUTBOUND ONLY.
6. MANDATORY QUIET HOURS EXIST 1200-1300 (L) WEEKDAYS, EXCEPTIONS REQUIRE PPR.
7. OVERFLIGHT OF PATRIOT SITE, 1 NM NORTHWEST OF HELIPORT, IS PROHIBITED.
8. DO NOT OVERFLY THE TOWNS OF ANSBACH, EYB, HEILSBRONN, HERRIEDEN, KULBINGEN, LEHRBERG, NEUENDETTLSAU, NEUKIRCHEN, OBEREICHENBACH, SACHSEN, WICKLESGREUTH, WOLFRAMS-ESCHENBACH, KATTERBACH HOUSING AREA, BRODSWINDEN, BRUCKBERG, UNTEREICHENBACH, AND ANSBACH HOSPITAL NORTH OF THE TOWN OF ANSBACH.
9. ALL MGRS AND LAT/LONG COORDINATES ARE BASED ON WGS 84 DATUM.
10. THE FOLLOWING INFORMATION IS PROVIDED TO GIVE ADDITIONAL GUIDANCE TO DOPPLER EQUIPPED HELICOPTERS.

REPORTING POINT	MGRS	LOCATION LAT	LONG
ANSBACH AHP	PV 1912 6301	N49°18.493'	E010°38.323'
LINDACH (ROAD INT.)	PV 1400 7137	N49°23.061'	E010°34.245'
RIDGE (TOP OF RIDGE)	PV 1642 6865	N49°21.566'	E010°36.197'
WHISKEY (POND)	PV 1677 6258	N49°18.287'	E010°36.380'
CHARLIE (TRIANGLE INT)	PV 2671 6875	N49°21.497'	E010°44.698'
BRAVO (ROAD T)	PV 2213 6684	N49°20.523'	E010°40.880'
ALPHA (ROAD T)	PV 2127 6510	N49°19.594'	E010°40.138'
POWER STATION (TRANSFER STATION)	PV 1827 6114	N49°17.493'	E010°37.592'
AUTOBAHN (A6/B13)	PV 1562 5725	N49°15.425'	E010°35.338'
XRAY (ROAD T)	PV 1447 5495	N49°14.197'	E010°34.351'
WINKEL (ROAD T)	PV 1447 5175	N49°12.471'	E010°34.296'
BRIDGE (RR BRIDGE)	PV 2232 6235	N49°18.098'	E010°40.954'
SIERRA (WATER BRIDGE)	PV 2602 6160	N49°17.648'	E010°43.992'
FIVE TREES (TREES IN FIELD)	PV 2820 5980	N49°16.650'	E010°45.756'
SPECKHEIM (ROAD T)	PV 3182 5485	N49°13.934'	E010°48.643'

11. FOR SPECIAL NOTES, SEE GENERAL DATA.

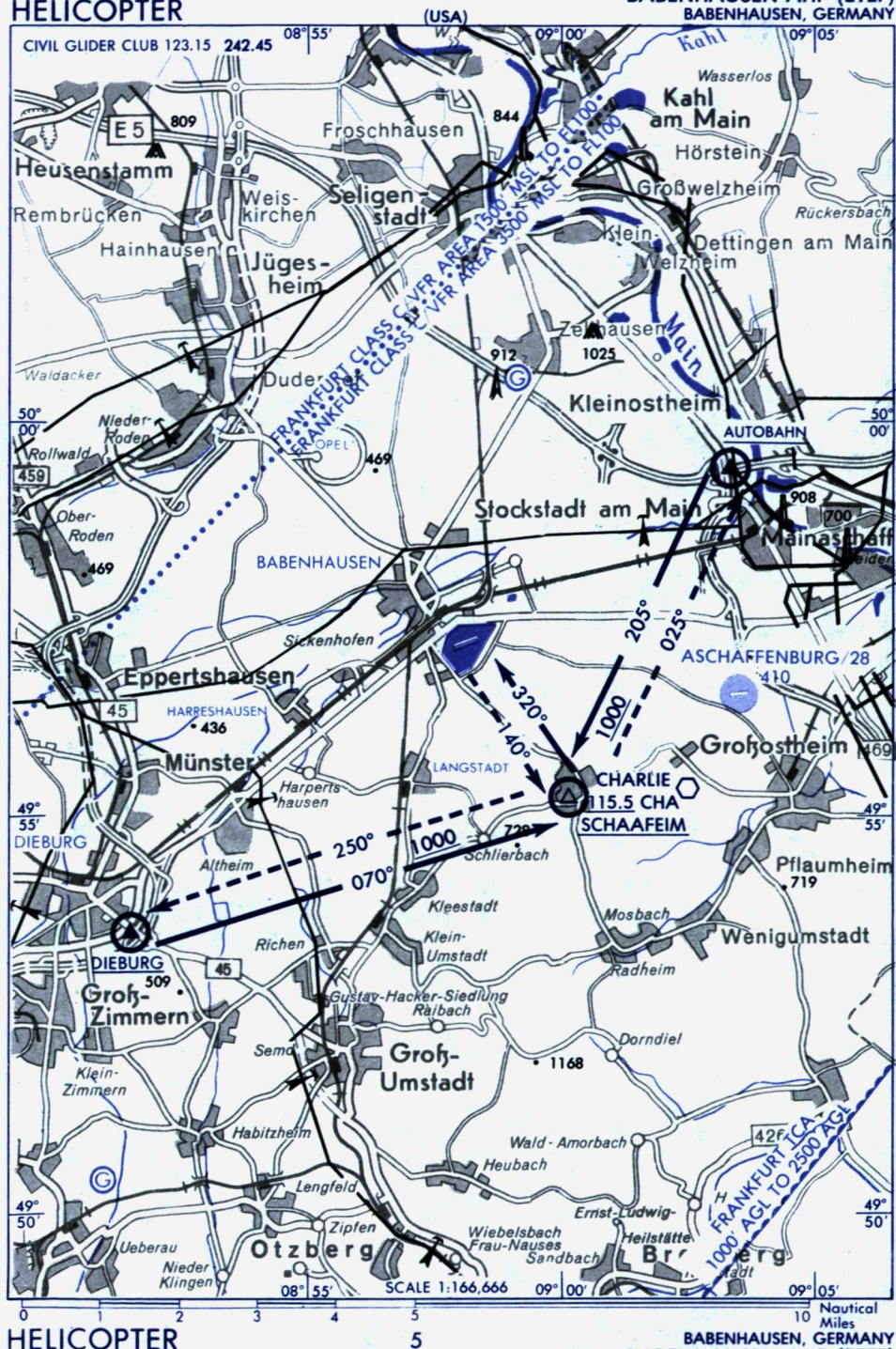
HELICOPTER



HELICOPTER

HELICOPTER

BABENHAUSEN, GERMANY



HELICOPTER

BABENHAUSEN, GERMANY
BABENHAUSEN AHP (ETEF)

HELICOPTER PROCEDURES

1. ALTITUDES: ARRIVALS AND DEPARTURES AT 1000' MSL AND ABOVE.
2. APPROACHES:
 - A. APPROACH DIRECTION WILL BE NORTHERLY, 070 TO 300 DEGREES.
3. NOISE ABATEMENT.
 - A. AVOID OVERFLIGHT OF ALL COMMUNITIES WITHIN THE BABENHAUSEN AREA, BELOW 1500' MSL.
 - B. DO NOT OVERFLY BABENHAUSEN KASERNE, HOUSING AREA AND THE OPEL TEST TRACK (2.5 NM NW OF AIRFIELD).
4. DEPARTURES: DEPARTURE DIRECTION WILL BE SOUTHERLY, 120 TO 250 DEGREES.
5. FOR SPECIAL NOTES, SEE GENERAL DATA.

CAUTION: AIRFIELD USED BY UNCONTROLLED CIVILIAN AIRCRAFT AND GLIDERS.

HELICOPTER

BABENHAUSEN AHP (ETEF)
BABENHAUSEN, GERMANY



7

49°57'N-08°58'E

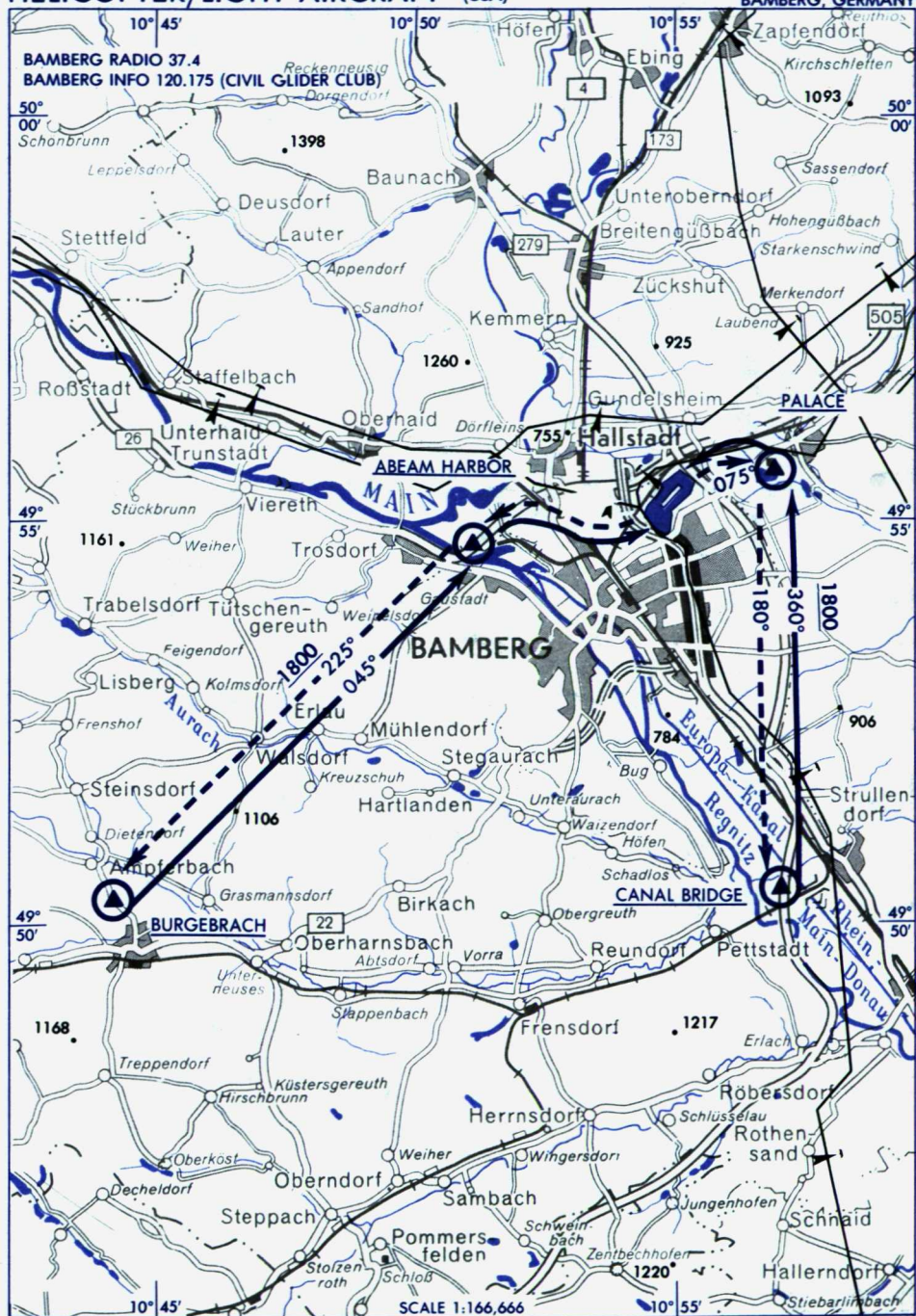
BABENHAUSEN, GERMANY
BABENHAUSEN AHP (ETEF)

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT (USA)

8

BAMBERG AAF (ETEJ)
BAMBERG, GERMANY



HELICOPTER/LIGHT AIRCRAFT

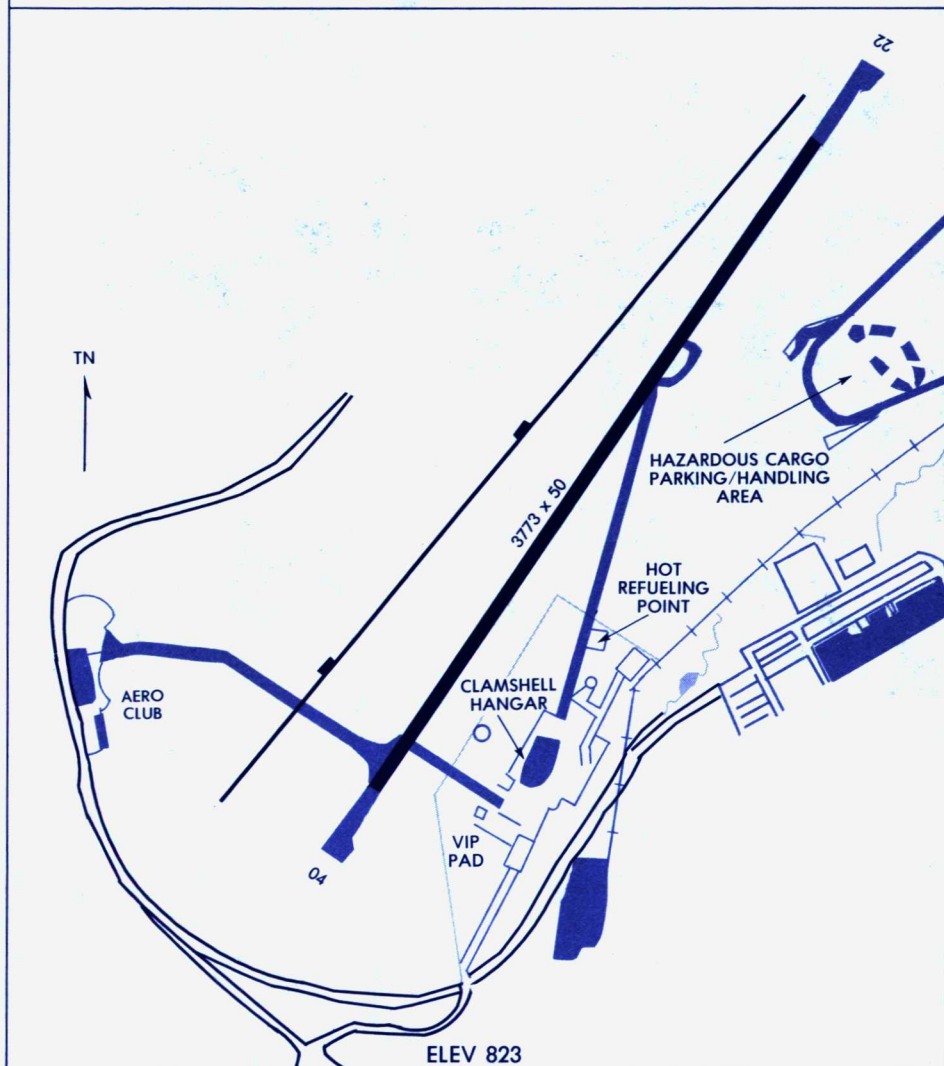
BAMBERG, GERMANY
BAMBERG AAF (ETEJ)

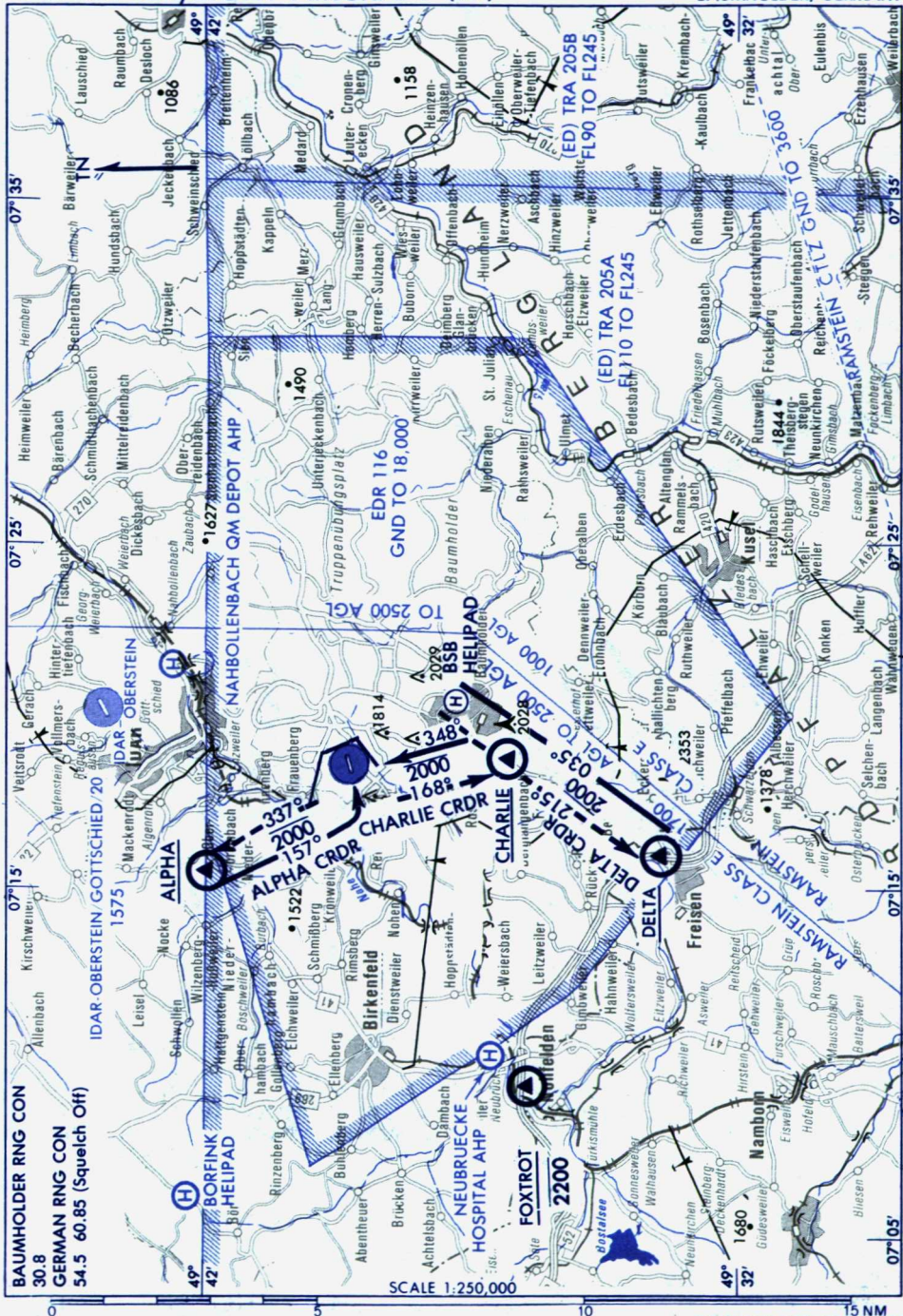
HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. AIRFIELD UNATTENDED.
2. TRAFFIC PATTERN NORTHWEST OF AIRFIELD; 1800' MSL.
3. AVOID OVERFLYING ALL BUILT-UP AREAS IN VICINITY OF AIRFIELD.

CAUTION: EXTENSIVE GLIDER AND CIVIL FLIGHTS ON WEEKENDS AND GERMAN HOLIDAYS. OCCASIONAL CIVIL FLIGHTS MAY OCCUR DURING NORMAL DUTY HOURS. CONTACT BAMBERG INFO (CIVIL GLIDER CLUB) ON 120.175 FOR ADVISORY.

4. FOR SPECIAL NOTES, SEE GENERAL DATA.

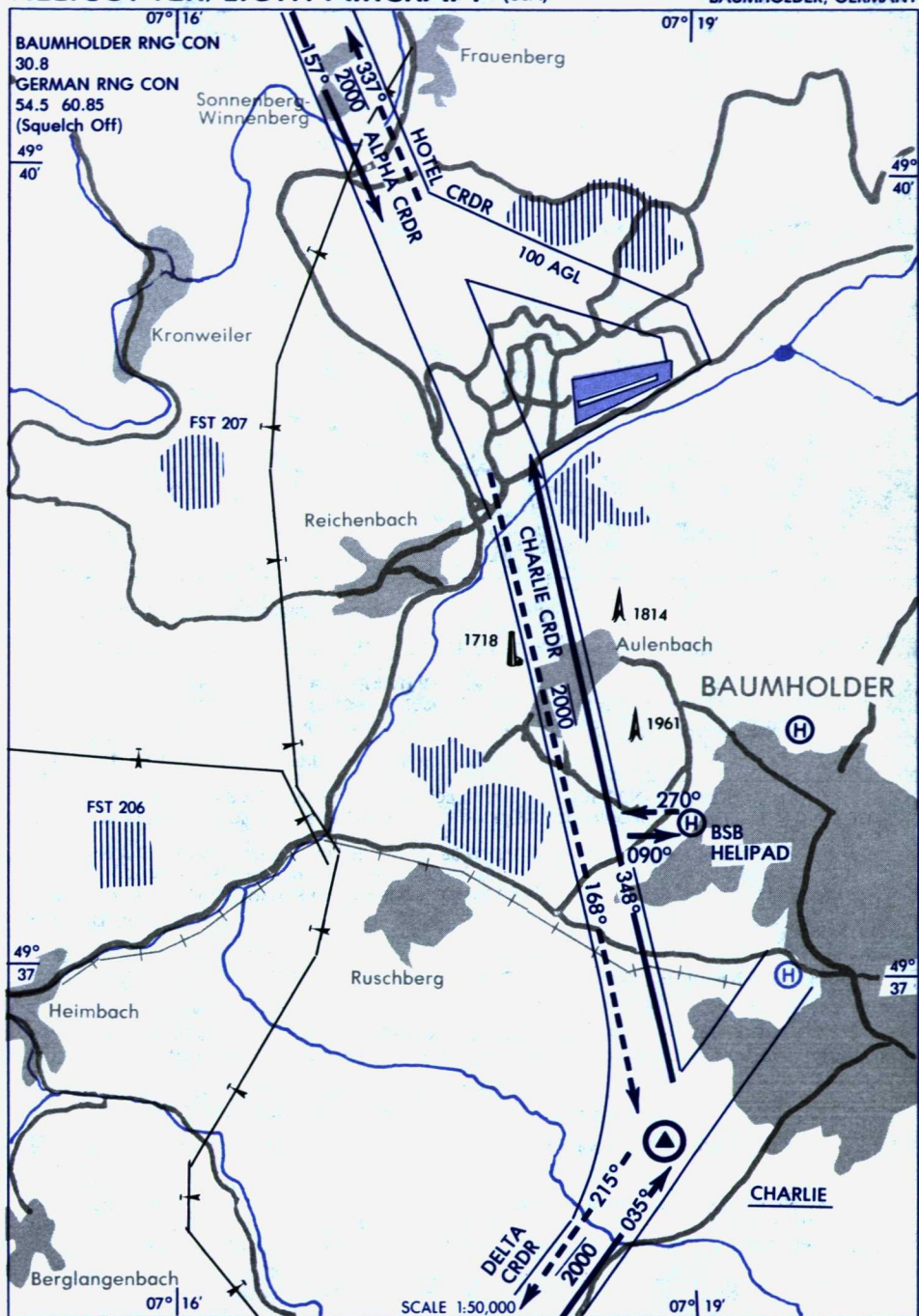




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HELICOPTER/LIGHT AIRCRAFT (USA)

BAUMHOLDER AAF (ETEK)
BAUMHOLDER, GERMANY



HELICOPTER/LIGHT AIRCRAFT

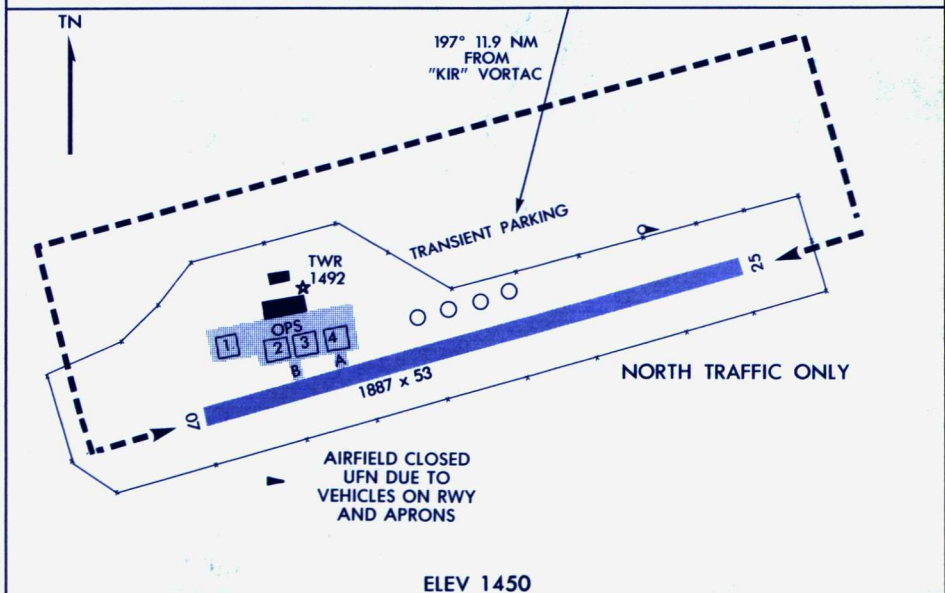
BAUMHOLDER AAF (ETEK)
BAUMHOLDER, GERMANY

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

CAUTION: STRICT COMPLIANCE WITH CORRIDOR BOUNDARIES AND ED-R116 PROCEDURES IS MANDATORY. UNAUTHORIZED OR ACCIDENTAL STRAYING FROM PUBLISHED CORRIDORS COULD RESULT IN THE DESTRUCTION AND LOSS OF AIRCRAFT AND CREW. AT THE LEAST, VIOLATION OF CORRIDORS MAY RESULT IN SERIOUS PUNITIVE ACTION.

NOTE: MOST CORRIDORS CLOSE ON A DAILY BASIS. CONSULT NOTAMS FOR CLOSURES.

1. MONDAY THROUGH FRIDAY, POSITIVE RADIO CONTACT MUST BE ESTABLISHED WITH BAUMHOLDER RNG CON OR GERMAN RANGE CONTROL PRIOR TO REACHING A CRP.
2. FLIGHT INTO THE ED-R116 IS PROHIBITED WITHOUT TWO-WAY RADIO COMMUNICATIONS AT ANY TIME UNLESS PRIOR TELEPHONIC COORDINATION HAS BEEN OBTAINED THROUGH BAUMHOLDER RNG CON OR GERMAN RANGE CONTROL.
3. BAUMHOLDER AAF TRAFFIC PATTERN: NORTH TRAFFIC ONLY. R/W 1900' MSL. (WHEN FIRING PTS 206/207 ARE COLD).
4. CORRIDOR PROCEDURES:
 - A. REMAIN WITHIN 200 METERS OF CORRIDOR CENTER LINE.
 - B. DO NOT AVOID BUILT-UP AREAS INSIDE CORRIDORS.
 - C. HEADINGS SHOWN ARE TRACKS THAT MUST BE MAINTAINED ACROSS THE GROUND.
5. FLIGHTS APPROVED FOR PENETRATION OF RED LINE OUTSIDE CORRIDORS MUST RECEIVE A DAILY RED LINE BRIEFING FROM BAUMHOLDER RNG CON OR GERMAN RANGE CONTROL PRIOR TO FLIGHT.
6. LDG BSB HELIPAD FROM CHARLIE CORRIDOR HDG 090.
7. THE FOLLOWING INFORMATION IS PROVIDED TO GIVE ADDITIONAL GUIDANCE TO DOPPLER EQUIPPED AIRCRAFT: ALPHA (LA748066), CHARLIE (LV783965), DELTA (LV741908), FOXTROT (LV670963), BAUMHOLDER AAF (LA779015), BSB HELIPAD (LV787994).
8. HOTEL CORRIDOR USE BY PPR ONLY. 100' AGL DUE TO PROXIMITY FIRING POINTS WSW OF AFLD.
9. FOR SPECIAL NOTES, SEE GENERAL DATA.



ELEV 1450

49°39'N-07°18'E

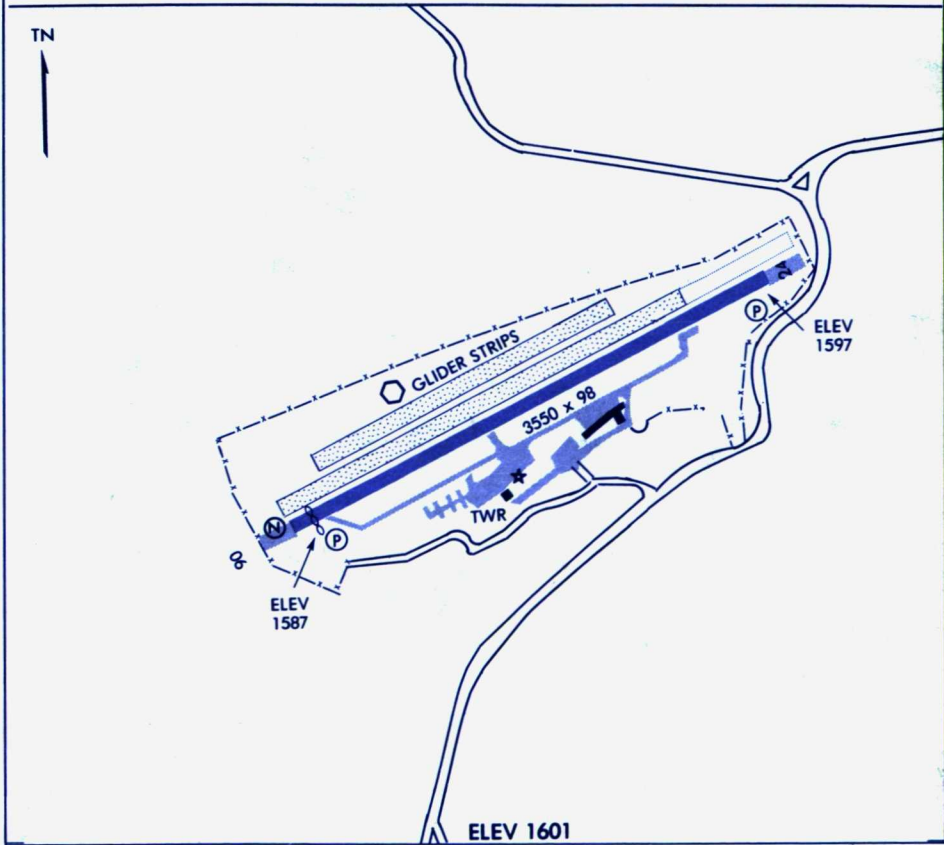
HELICOPTER/LIGHT AIRCRAFT

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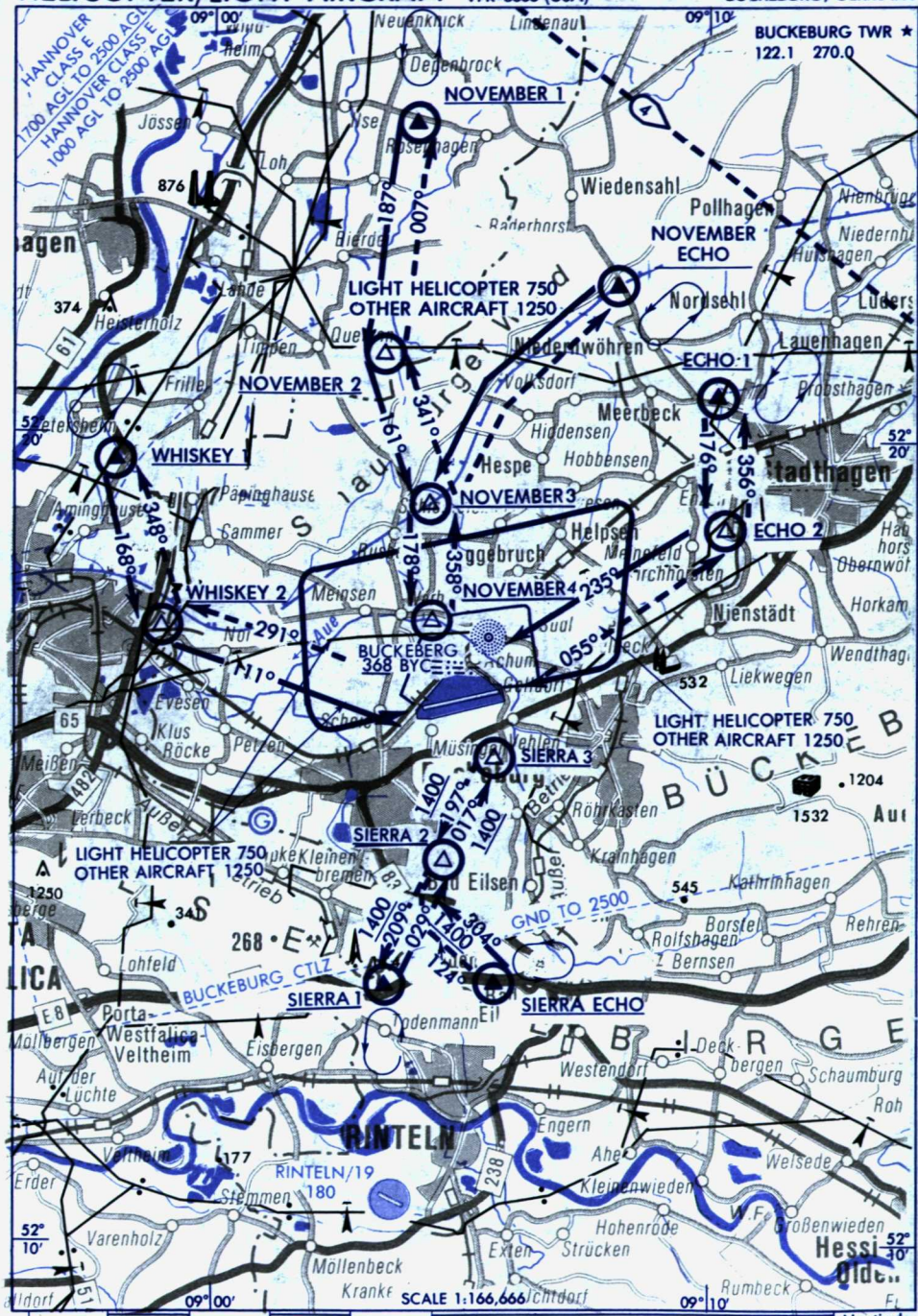


HELICOPTER/LIGHT AIRCRAFT PROCEDURES

- 1. AIRSPACE F ACTIVE AS LONG AS IFR APPROACHES/DEPARTURES ARE CONDUCTED.
- 2. VFR APPROACHES/DEPARTURES SHOULD AVOID THE IFR APCH/DEP SECTORS ALIGNED WITH RWY 06/24, 5 NM.
- 3. CONTACT BAYREUTH INFO WITHIN 25 NM AND BELOW 4000 FT ON 127.75.
- 4. FOR SPECIAL NOTES, SEE GENERAL DATA.



BUCKEBURG (ETHB)
BUCKEBURG, GERMANY

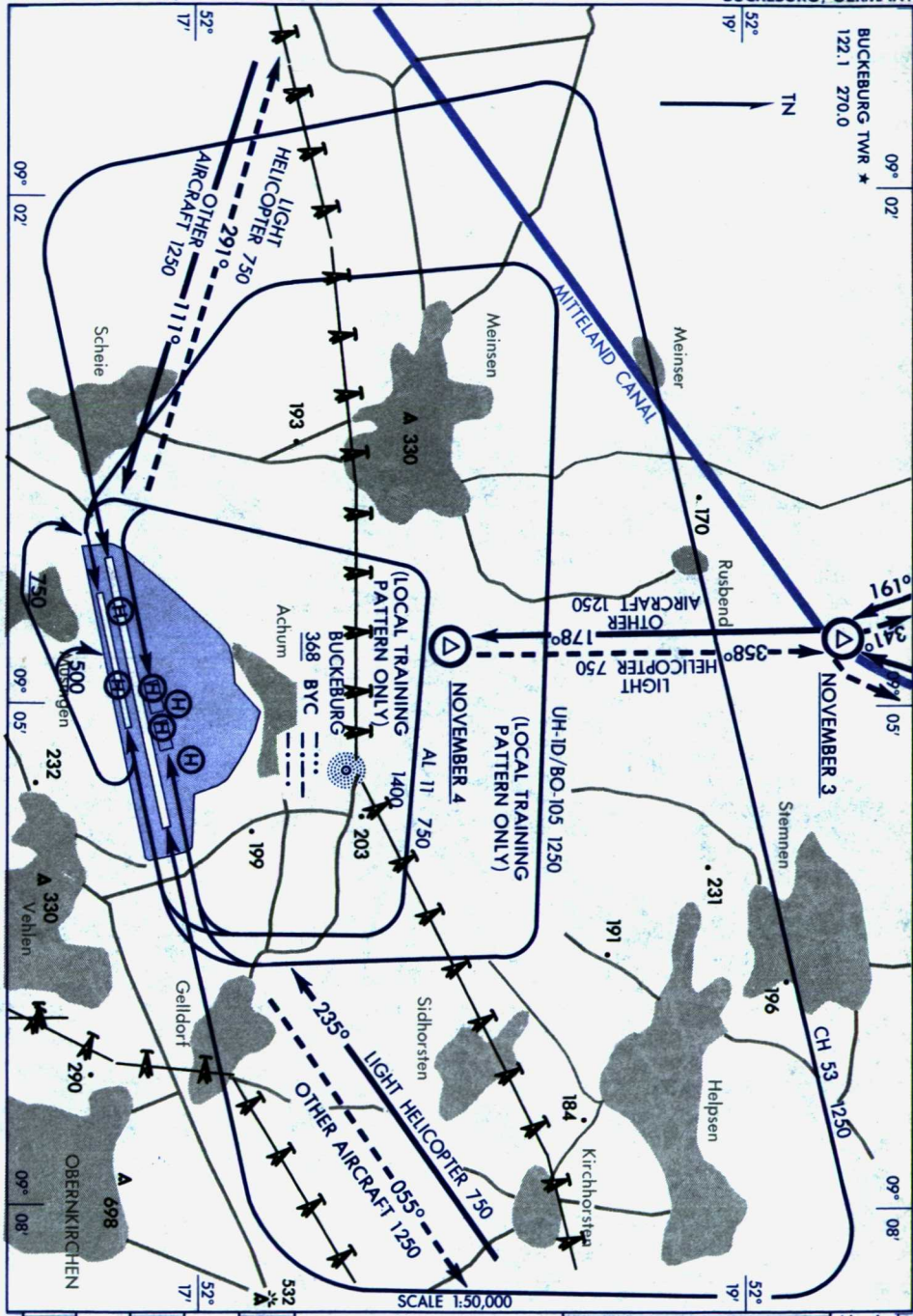


BUCKEBURG, GERMANY
BUCKEBURG (ETHB)

HELICOPTER/LIGHT AIRCRAFT

VFR-3388.02 (USA)

BUCKEBURG (ETHB)
BUCKEBURG, GERMANY



HELICOPTER/LIGHT AIRCRAFT

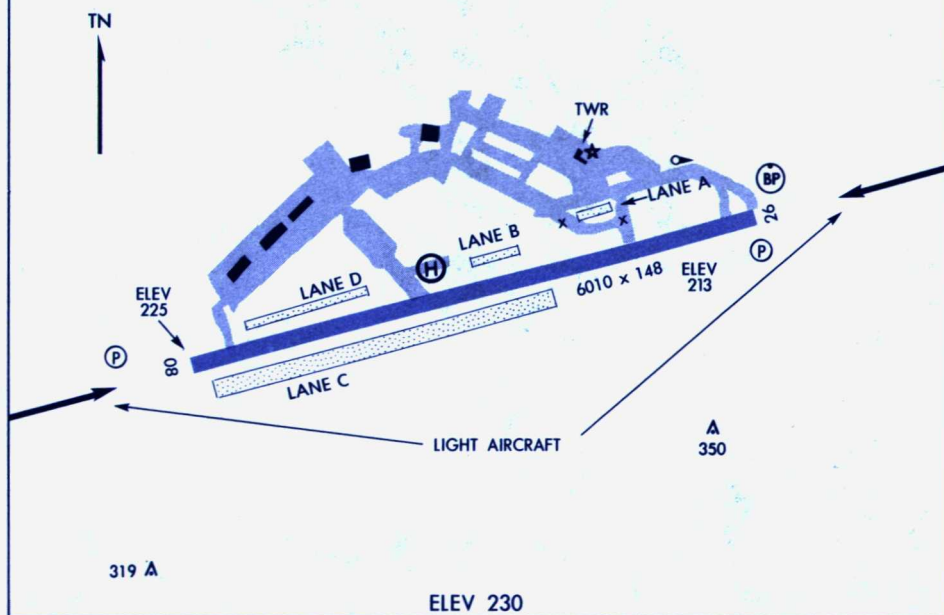
3 Miles
BUCKBURG, GERMANY
BUCKBURG (ETHB)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. CLOSED TO JET AIRCRAFT BETWEEN 0600-0800Z AND 1100-1400Z. PPR OTHER TIMES.
2. WEST TAXIWAY CLOSED.
3. WATCH FOR HELICOPTER TRAFFIC EAST SOUTHEAST OF NCRP WHISKEY UP TO 500' AGL.

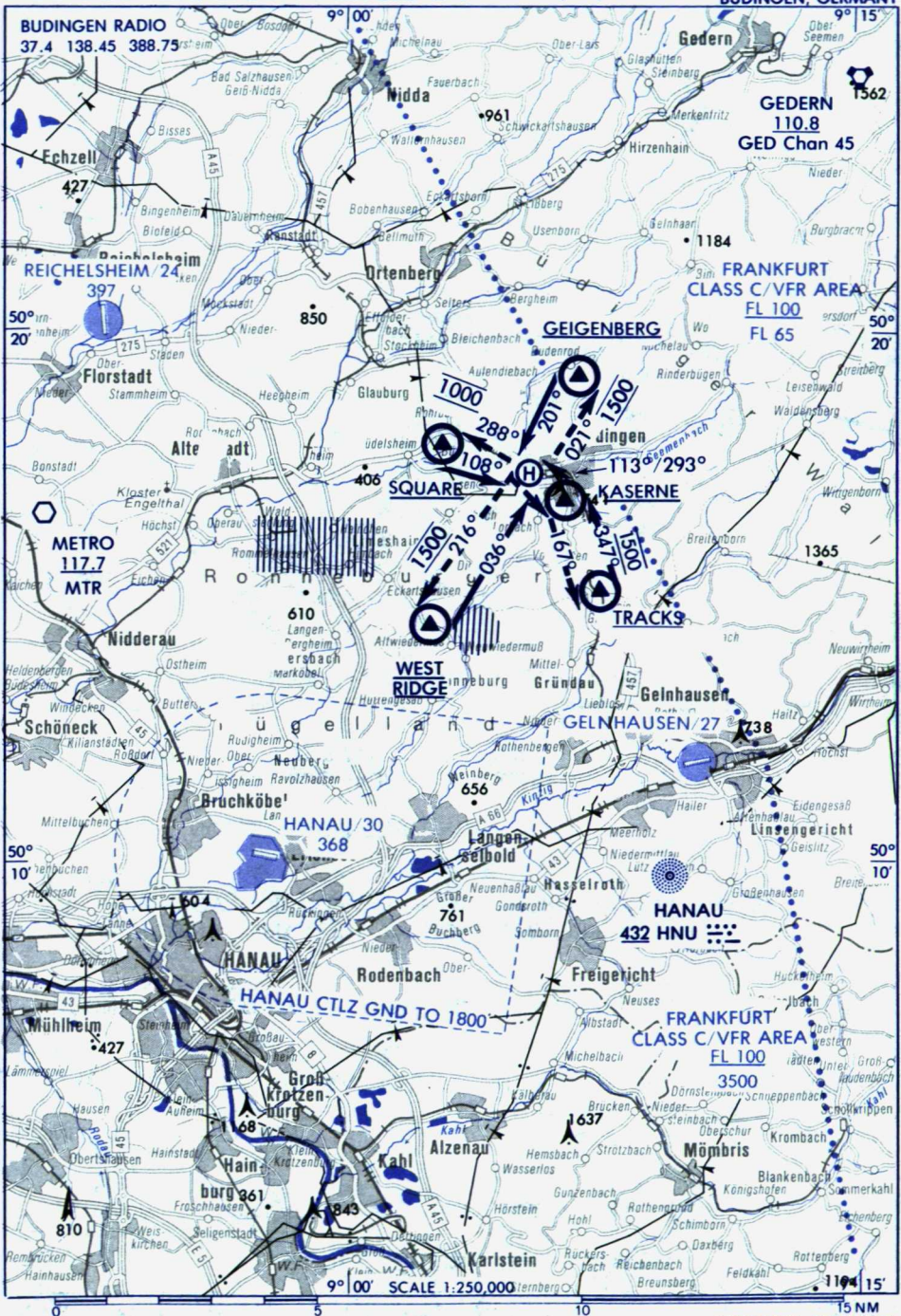
CAUTION: GLIDER FLYING WEEKENDS AND HOLIDAYS TO 3500' MSL WITHIN 3 NM OF AIRFIELD.

4. AIRCRAFT USING ARRIVAL RTE VIA NOVEMBER 1 CRP AND NOVEMBER ECHO CRP - AVOID OVFT OF VILLAGES OF RADERHORST AND WIEDENSAHL FOR NS ABTMT.
5. FOR SPECIAL NOTES, SEE GENERAL DATA.
6. ESTABLISH RADIO CTC BUCKEBURG TWR 3 MIN PRIOR TO REACHING A CRP. RADIO MONITORING REQ 3 MIN AFTER LEAVING CRP.
7. ARR/DEP SIERRA/SIERRA ECHO ARE TO BE PERFORMED DIRECT FROM/TO SIERRA 3 UNLESS OTHERWISE REQUESTED OR INSTRUCTED.



NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT VFR-2469 (USA) 18 BUDINGEN AHP (ETEP) BUDINGEN, GERMANY



HELICOPTER/LIGHT AIRCRAFT

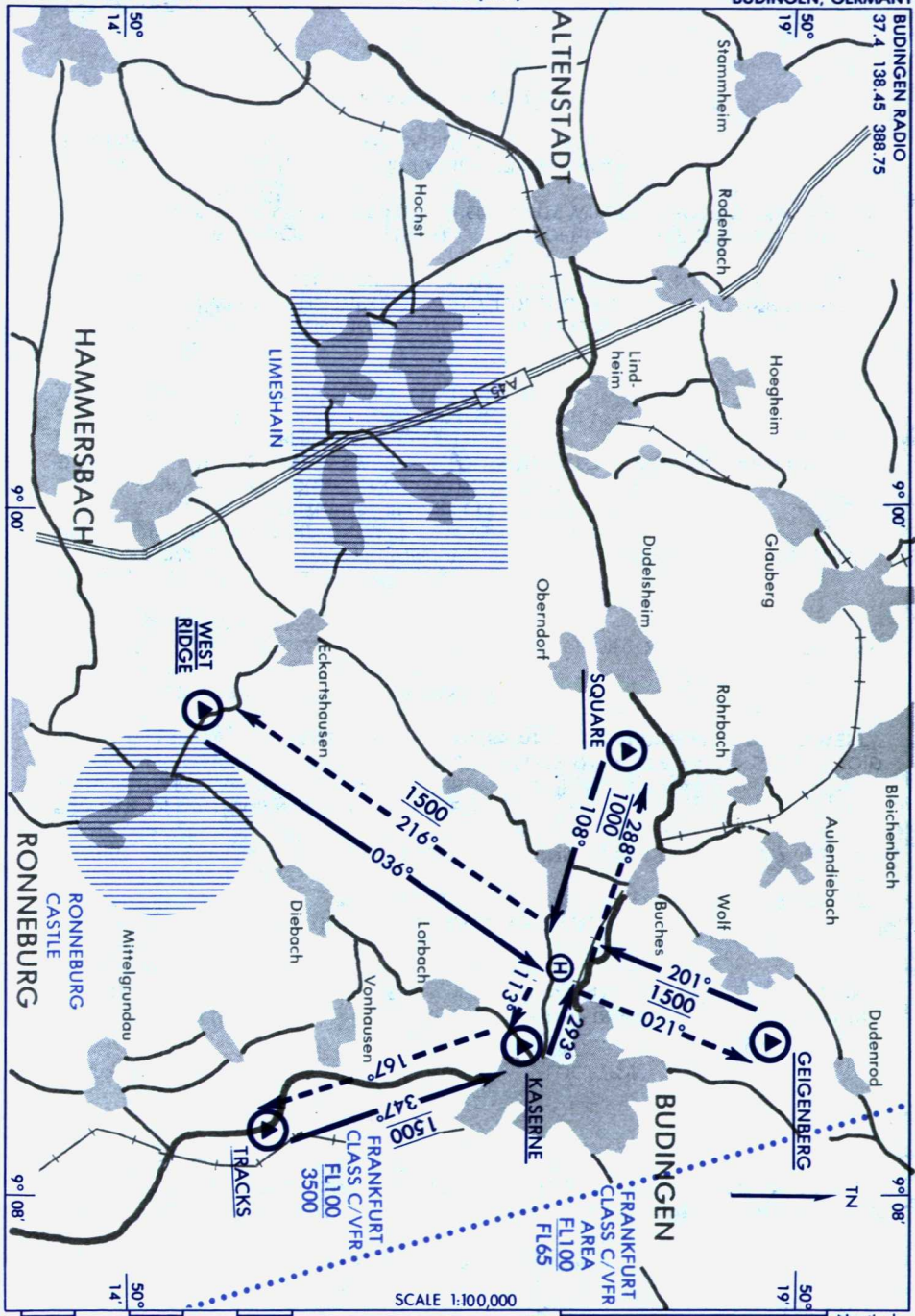
BUDINGEN, GERMANY
BUDINGEN AHP (ETEP)

NOT FOR FLIGHT USE

HELICOPTER

VFR-2469 (USA)

BUDINGEN AHP (ETEP)
BUDINGEN, GERMANY



HELICOPTER

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BUDINGEN, GERMANY
BUDINGEN AHP (ETEP)

HELICOPTER PROCEDURES

1. ALL ARRIVALS CONTACT BUDINGEN ADVISORY 5 MINUTES PRIOR TO APPROPRIATE CRP FOR HELIPORT ADVISORIES. MAINTAIN 1500' MSL UNTIL TRAFFIC PATTERN ENTRY. NO NORTH TRAFFIC. NO CLOSED TRAFFIC OPERATIONS.

2. LOCATION OF REPORTING POINTS:

REPORTING POINT	MGRS	LOCATION LAT	LONG
GEIGENBERG (HILLTOP)	NA 074 736	N50°18'52.04"	E009°06'14.18"
TRACKS (RAILROAD AND TRACKS COME CLOSE TOGETHER)	NA 086 666	N50°15'03.00"	E009°07'24.00"
WEST RIDGE (FOREST ROAD ON RIDGE LINE ABEAM RONNEBERG CASTLE)	NA 028 658	N50°14'39.64"	E009°02'21.38"
SQUARE (SQUARE-SHAPED FIELD)	NA 034 718	N50°17'53.89"	E009°02'51.87"
KASERN	NA 074 703	N50°17'05.19"	E009°06'13.94"

3. DAYTIME OPERATIONS (SUNRISE TO SUNSET):

A. NORTH ARRIVALS REPORT CRP GEIGENBERG.

B. SOUTHEAST ARRIVALS REPORT CRP TRACKS. PROCEED VIA CRP KASERNE, BUT AVOID DIRECT OVERFLIGHT OF ARMSTRONG BARRACKS AND CITY BUDINGEN. PASS TO WEST OF BARRACKS.

C. SOUTHWEST ARRIVALS REPORT CRP WEST RIDGE.

D. WEST ARRIVALS REPORT CRP SQUARE.

E. ALL DEPARTURES PROCEED VIA APPROPRIATE CRP. CLIMB TO 1500' MSL AS SOON AS POSSIBLE AFTER TAKE-OFF.

4. NIGHTTIME OPERATIONS (SUNSET TO SUNRISE):

A. ALL ARRIVALS FOR ALL TRAFFIC INBOUND FROM THE SOUTHEAST AND IRON EAGLE HFCA (AREAS B THRU G) REPORT ACP TRACKS.

B. ALL TRAFFIC FROM SOUTHWEST REPORT CRP WEST RIDGE.

C. WEST ARRIVAL (ACP SQUARE) NOT AUTHORIZED.

D. WEST DEPARTURES, ONE-WAY TRAFFIC OUTBOUND TO ACP SQUARE AND OR DIRECT TO ACP GEIGENBERG.

E. DEPARTURE TO ACP SQUARE, FLY 1000' MSL.

F. DEPARTURE TO ACP GEIGENBERG, FLY 1500' MSL.

5. NO-FLY AREAS:

A. RONNEBURG CASTLE (NA044654) 1 KM RADIUS TO 1500' AGL.

B. COMMUNITY AREA CONSISTING OF WALDSIEDLUNG, ROMMELHAUSEN, HIMBACH, HAINCHEN AND LIMESHAIN, BOUNDED BY MA970700-MA970670-NA010670-NA010700, TO 1500' MSL.

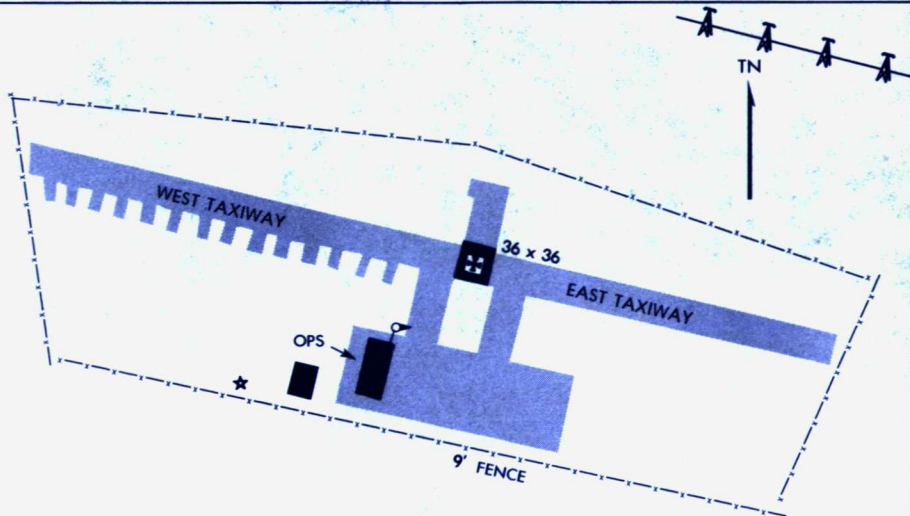
C. EXCEPT IN EMERGENCIES, OVERFLIGHT OF ALL POPULATED AREAS IS PROHIBITED. ALL INADVERTENT OR SAFETY RELATED OVERFLIGHTS WILL BE REPORTED IMMEDIATELY TO BUDINGEN ADVISORY.

D. HAIN-GRUNAU (NA 101 656) 1 KM RADIUS TO 1500' AGL.

E. BREITENBORN (NA 135 680) 1 KM RADIUS TO 1500' AGL.

(CONTINUED ON NEXT PAGE)

6. TRAFFIC PATTERN SOUTH 1000' MSL.
7. CAUTION:
- A. HILL MASS SOUTH 1100' MSL.
 - B. LIGHTED TV TOWER 1.5 NM EAST, 300' AGL.
 - C. POWER LINES 1.5 NM WEST AND 0.2 NM SOUTH, 100' AGL.
 - D. 9' FENCE ALONG HELIPORT BOUNDARY.
 - E. 40' TREES ALONG FENCE LINE TO THE NE, N, NW AND SE.
8. FOR SPECIAL NOTES, SEE GENERAL DATA.



ELEV 427

50°17'N-09°05'E

HELICOPTER

BUDINGEN, GERMANY
BUDINGEN AHP (ETEP)

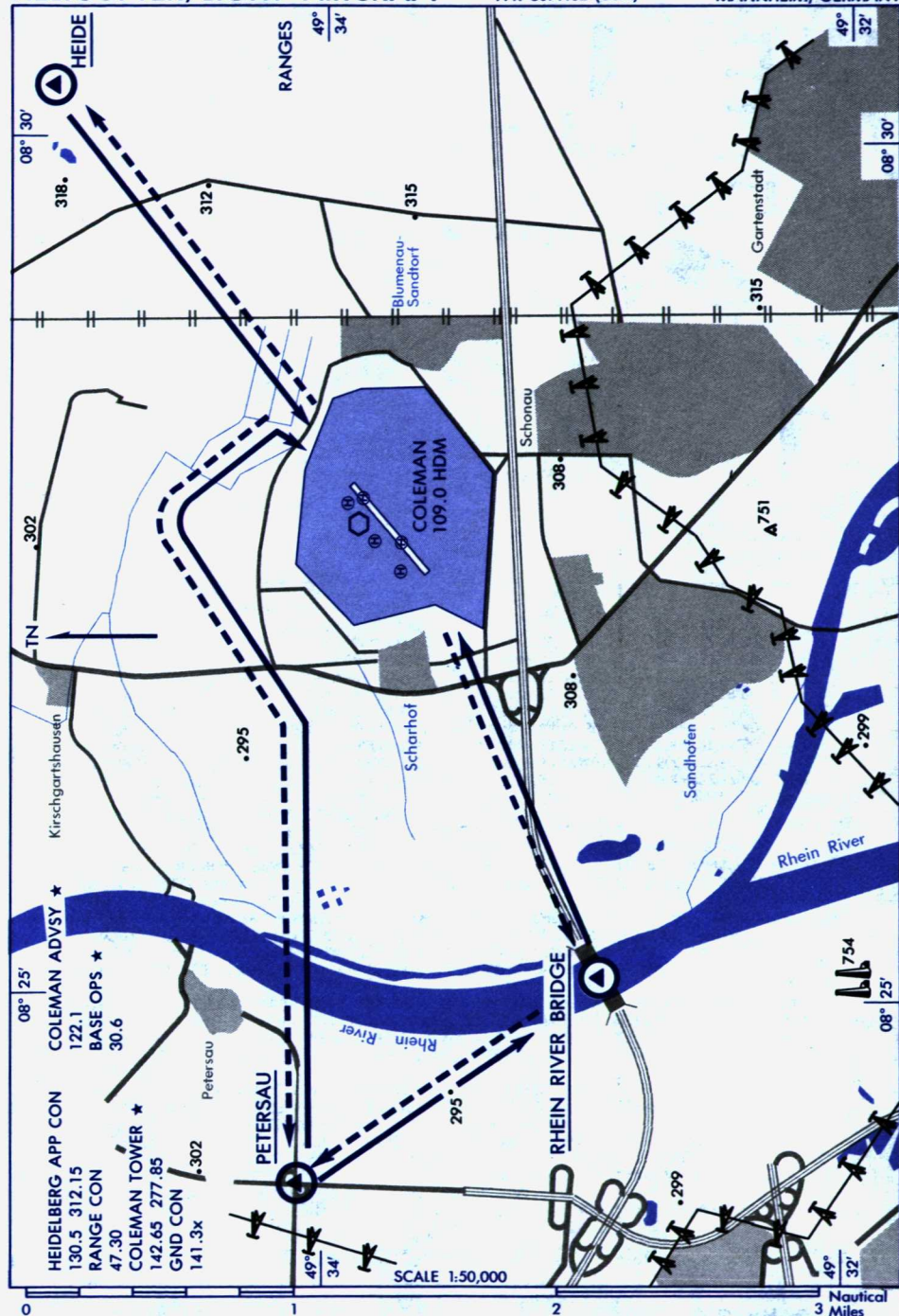


NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-3079.02 (USA)

COLEMAN AAF (ETOR)
MANNHEIM, GERMANY



HELICOPTER/LIGHT AIRCRAFT

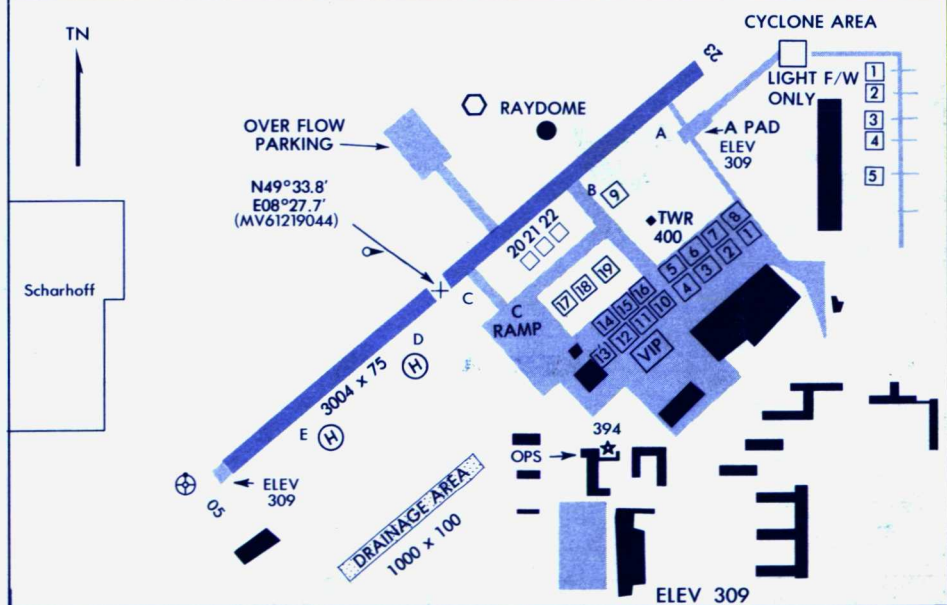
23

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. REPORT ALTITUDE WHEN CROSSING ALL CRP'S ON ARRIVAL OR DEPARTURE.
2. ARRIVALS USING CRP FRANKENTHAL OR MUTTERSTADT SHALL MAINTAIN 1300' MSL OR ABOVE UNTIL CRP RHEIN RIVER BRIDGE OR ENTERING TRAFFIC PATTERN.
3. LIGHT AIRCRAFT ARRIVALS USING CRP LORSCH VIA NCRP ANTENNA FARM AND CRP HEIDE SHALL FLY IN A STRAIGHT LINE TO AIRFIELD TO AVOID AREAS OF LAMPERTHEIM AND NEUSCHLOSS.
4. HELICOPTER ARRIVALS USING CRP LORSCH MUST FOLLOW THE AUTOBAHN (A67) TO CRP KAISERSLAUTERN AND FOLLOW THE ARRIVAL ROUTE VIA HEIDE.
5. ARRIVALS USING CRP KAISERSLAUTERN MUST FOLLOW THE NORTHWESTERN HIGH TENSION LINE, 0.2 NM WEST OF CRP KAISERSLAUTERN UNTIL REACHING HEIDE. MAINTAIN 1300' OR ABOVE UNTIL CRP HEIDE.
6. DO NOT OVERFLY LAMPERTHEIM, FRANKENTHAL, SANDHOFEN, SCHARHOF, BLUEMNAU OR NEUSCHLOSS. AVOID DIRECT OVERFLIGHT OF BASF CHEMICAL PLANT COMPLEX AT (MV582878).
7. AVOID OVERFLYING AREA NORTH OF EAST/WEST AUTOBAHN (E12), SOUTH OF THE ANTENNA FARM ROUTE AND LAMPERTHEIM RANGES: EXCEPT FOR ARRIVAL ROUTE VIA CRP KAISERSLAUTERN AND CRP HEIDE.
8. DEPARTURE USING FRANKENTHAL OR MUTTERSTADT SHALL NOT CROSS THE AUTOBAHN (E12) EXCEPT AT CRP FRANKENTHAL. CLIMB AT MAX RATE UNTIL REACHING 1300'.
9. HELICOPTER DEPARTURES USING CRP LORSCH, MUST FOLLOW THE DEPARTURE ROUTE VIA CRP HEIDE AND CRP KAISERSLAUTERN, THEN FOLLOW THE AUTOBAHN (A67) TO CRP LORSCH. CLIMB AT MAX RATE UNTIL REACHING 1300'.
10. MONITOR COLEMAN ADVSY FREQUENCY AND CONTACT RANGE CONTROL FM 47.3 PRIOR TO ENTERING RANGE AREAS FOR SPECIAL COORDINATION. SPECIAL INSTRUCTIONS FOR ENTRY INTO LAMPERTHEIM TRAINING AREA LOCATED AT COLEMAN AIRFIELD BASE OPS.
11. QUIET HOURS OBSERVED TUE AND THU 1000-1200Z + -. NO CLSD, TFC.
12. VFR REPORTING POINTS AND COORDINATES:

POINT	MGRS	LAT	LONG
MUTTERSTADT	32UMV5205074200	N49°25'07.20"	E008°32'47.40"
DIRMSTEIN	32UMV4430088500	N49°32'47.40"	E008°13'48.00"
FRANKENTHAL	32UMV5330089650	N49°33'27.60"	E008°21'15.60"
PETERSAU	32UMV5655090950	N49°34'10.80"	E008°23'56.40"
RHEIN RIVER BRIDGE	32UMV5789088900	N49°33'04.20"	E008°25'04.20"
HEIDE	32UMV6425092650	N49°35'07.20"	E008°30'19.20"
KAISERSLAUTERN	32UMV6810089600	N49°33'29.40"	E008°33'32.40"
VIERNHEIM	32UMV6825085850	N49°31'28.20"	E008°33'40.80"
ANTENNA FARM	32UMV6680094600	N49°36'10.80"	E008°32'25.80"
LORSCH	32UMA6760001200	N49°39'45.00"	E008°33'03.60"

13. FOR SPECIAL NOTES, SEE GENERAL DATA.



49°34'N-08°28'E

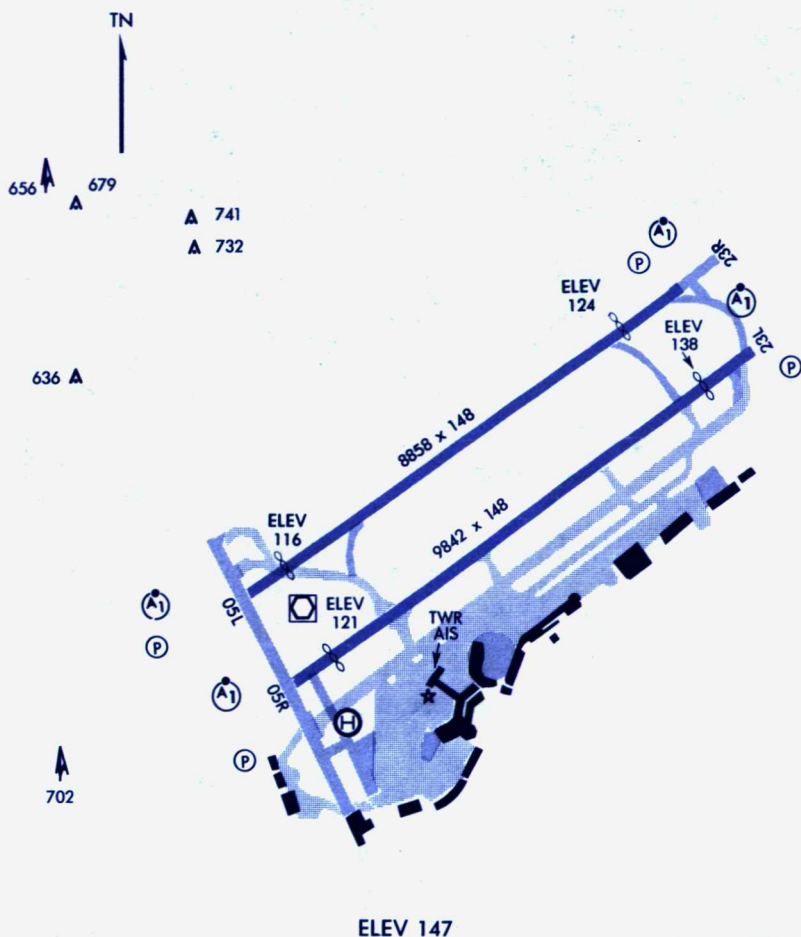
MANNHEIM, GERMANY
COLEMAN AAF (ETOR)



HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. RADIO CONTACT WITH DUSSELDORF TOWER SHALL BE ESTABLISHED AT LEAST 5 MINUTES PRIOR TO REACHING THE FIRST COMPULSORY REPORTING POINT (CRP) ON 118.3.
2. DO NOT OVERFLY THE HOSPITAL AREA KAISERWERTH 0.8 NM FROM THRESHOLD RUNWAY 15.
3. LOCATIONS:

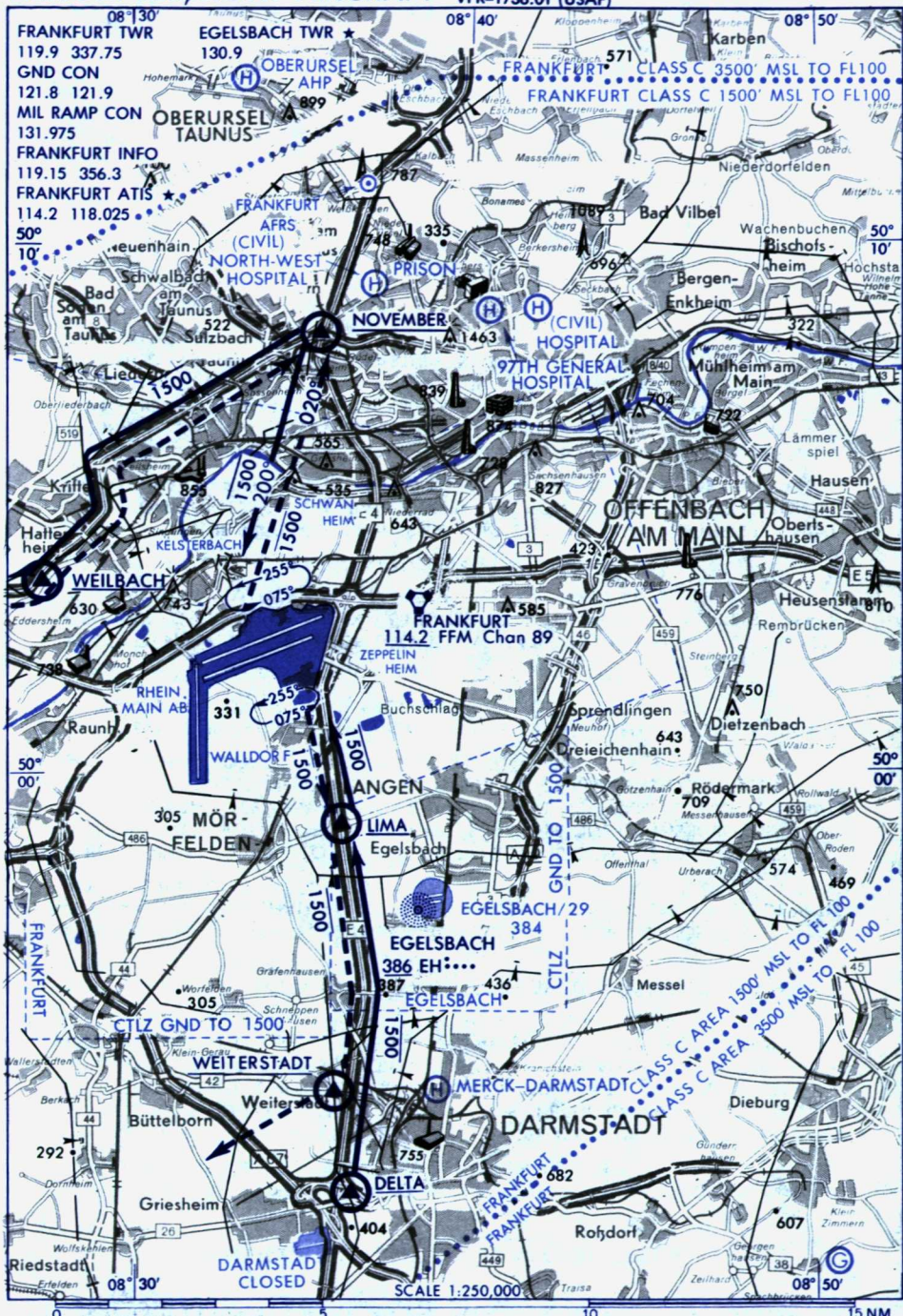
NOVEMBER	N51°24.4'	E006°44.8'
ECHO	N51°11.5'	E006°56.5'
SIERRA	N51°08.5'	E006°47.2'
4. CALL DUSSELDORF DELIVERY 121.775 FOR START-UP CLEARANCE ON APRON. TAXI CLEARANCE GIVEN BY DUSSELDORF ROLKONTOLLE (GND CON) 121.9.
5. FOR SPECIAL NOTES, SEE GENERAL DATA.



51°17'N-06°46'E

HELICOPTER/LIGHT AIRCRAFT

FRANKFURT, GERMANY



HELICOPTER/LIGHT AIRCRAFT

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FRANKFURT, GERMANY
FRANKFURT MAIN (EDDF)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. JET AIRCRAFT AND FIXED WING AIRCRAFT OF MORE THAN 12,600 LBS SHALL USE STANDARD INSTRUMENT ARRIVAL AND DEPARTURE ROUTES.
2. ARRIVALS AND DEPARTURES SHALL BE EXECUTED ALONG ONE OF THE DEPICTED ROUTES. POSITION POINTS SHALL BE MADE OVER THE INDICATED COMPULSORY REPORTING POINTS, UNLESS OTHERWISE INSTRUCTED BY ATC. CLEARANCE FOR SOUTHERN VFR DEPARTURES TO CROSS EGELSBACH CTLZ ALONG THE AUTOBAHN AT 1500' MSL CAN BE CONSIDERED ISSUED. VFR ARRIVALS USING THE SOUTHERN ROUTE WILL CONTACT EGELSBACH PRIOR TO ENTERING EGELSBACH CTLZ.
3. INITIAL RADIO CONTACT WITH FRANKFURT TOWER SHALL BE ESTABLISHED AT LEAST 5 MINUTES PRIOR TO CRP'S.
4. IF INSTRUCTED BY FRANKFURT TOWER TO HOLD OUTSIDE THE AIRPORT TRAFFIC PATTERN, THE PILOT SHALL AWAIT FURTHER INSTRUCTIONS IN ONE OF THE DEPICTED HOLDING PATTERNS.
5. A PILOT WHO IS UNABLE TO FOLLOW THE DEPICTED PROCEDURE (DUE TO THE PERFORMANCE CRITERIA OF HIS AIRCRAFT) SHALL USE ONE OF THE INBOUND ROUTES SHOWN ON THE "TERMINAL AREAS - ENAME" CHART T-2 (FRANKFURT AREA ARRIVAL). ESTABLISH INITIAL RADIO CONTACT WITH FRANKFURT APPROACH CONTROL AT LEAST 30 NM FROM AIRPORT.
6. IN THE EVENT OF RADIO COMMUNICATION FAILURE, PROCEED AS OUTLINED IN THE NATIONAL AND/OR FIR OR UIR PROCEDURES, ENROUTE FLIP.

NOTES:

1. AVOID OVERFLYING THE PRISON LOCATED AT MA780554, 0.5 NM NNW OF THE 97TH GENERAL HOSPITAL AND THE COMMUNITIES OF GATEWAY GARDENS, KELSTERBACH, ZEPPELINHEIM, WALLDORF, SCHWANHEIM, OR RHEIN MAIN AB, BELOW 1300' MSL.
2. CONTROLLED AIRPORT TRAFFIC AT EGELSBACH AT 1300' MSL.
3. PRIOR TO ENGINE START CONTACT FRANKFURT GROUND CONTROL THEN THE MILITARY RAMP CONTROL. EXPECT CLEARANCE ON INITIAL CONTACT WITH GROUND CONTROL. GIVE MILITARY RAMP CONTROL PARKING LOCATION AND DEPARTURE RUNWAY.
4. TO TRANSITION THROUGH THE FRANKFURT CONTROL ZONE VIA AUTOBAHN 66 BETWEEN WIESBADEN AND CRP NOVEMBER, CONTACT FRANKFURT RADAR ON 119.15 OR 356.3. TRANSITION WILL BE AT OR BELOW 1500' MSL. ENROUTE TO WIESBADEN, CONTACT WIESBADEN TOWER 142.35 278.15 AT CRP WEILBACH. SEE THE WIESBADEN AB AAF PUBLISHED VFR ARRIVAL AND DEPARTURE ROUTES FOR CONTINUATION OF THE TRANSITION ROUTE.
5. FOR SPECIAL NOTES, SEE GENERAL DATA.

HELICOPTER/LIGHT AIRCRAFT

VFR-1736.03 (USAF)



29

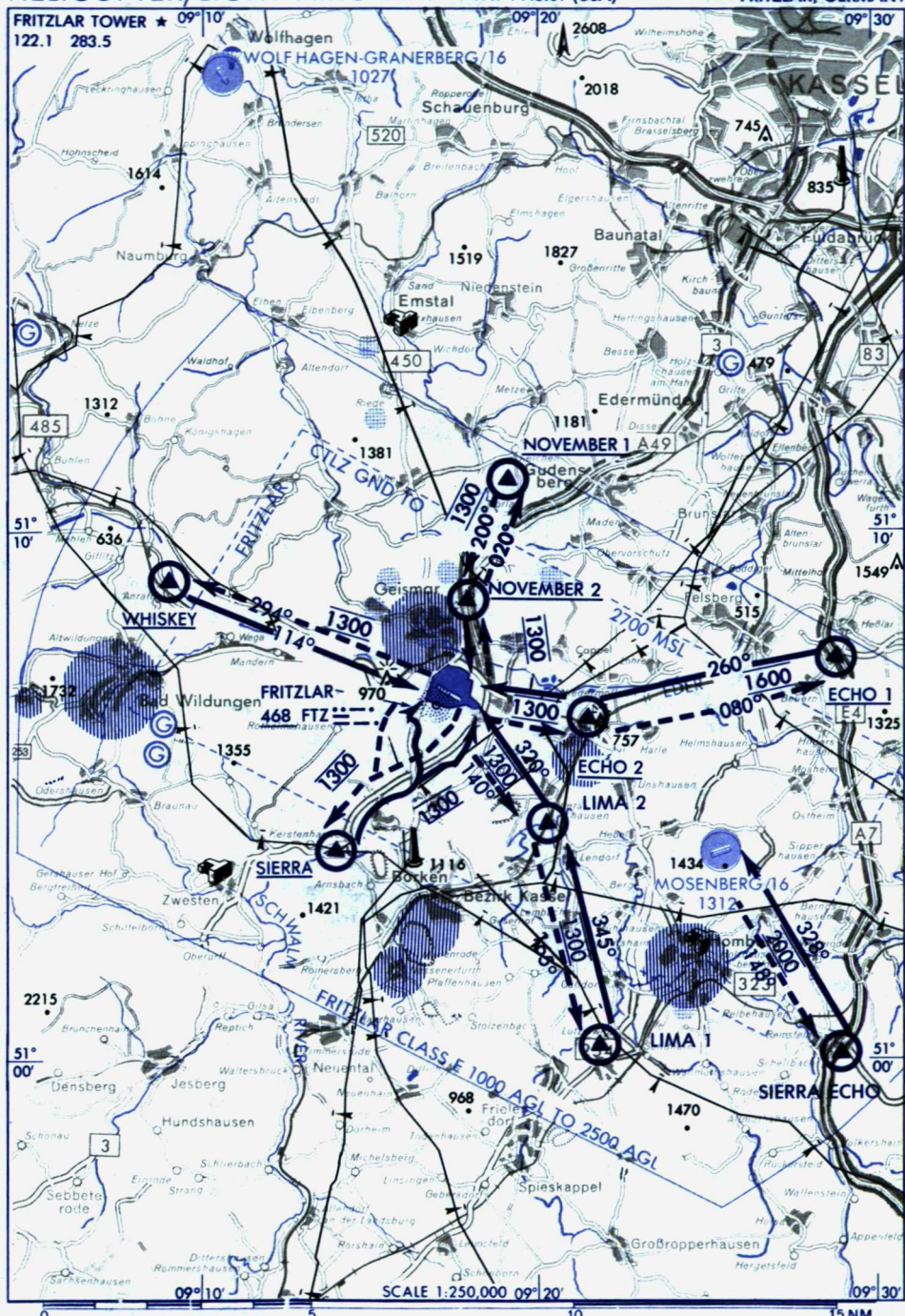
FRANKFURT, GERMANY
FRANKFURT MAIN (EDDF)

HELICOPTER/LIGHT AIRCRAFT

30

FRITZLAR (ETHF)
FRITZLAR, GERMANY

FRITZLAR TOWER ★ 09° 10'
122.1 283.5



HELICOPTER/LIGHT AIRCRAFT

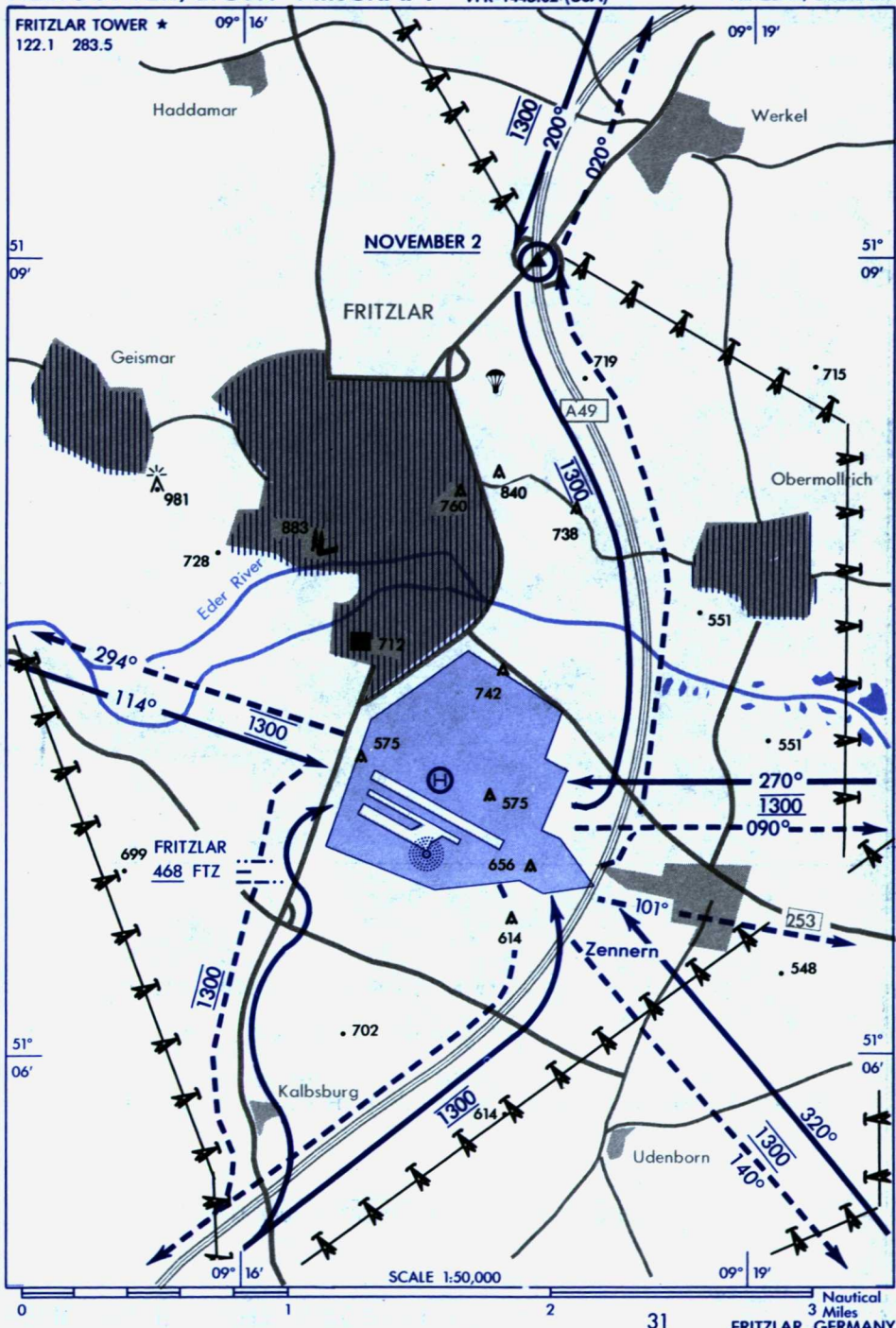
15 NM
FRITZLAR, GERMANY
FRITZLAR (ETHF)

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-1443.02 (USA)

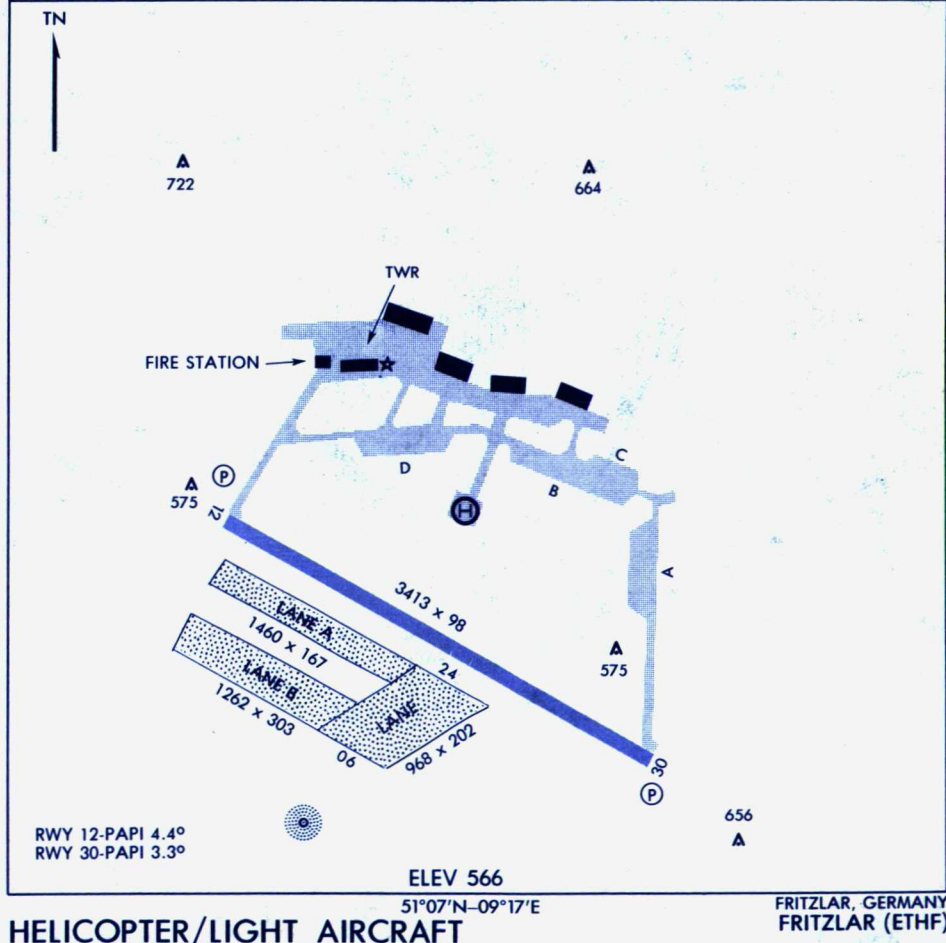
FRITZLAR (ETHF)
FRITZLAR, GERMANY

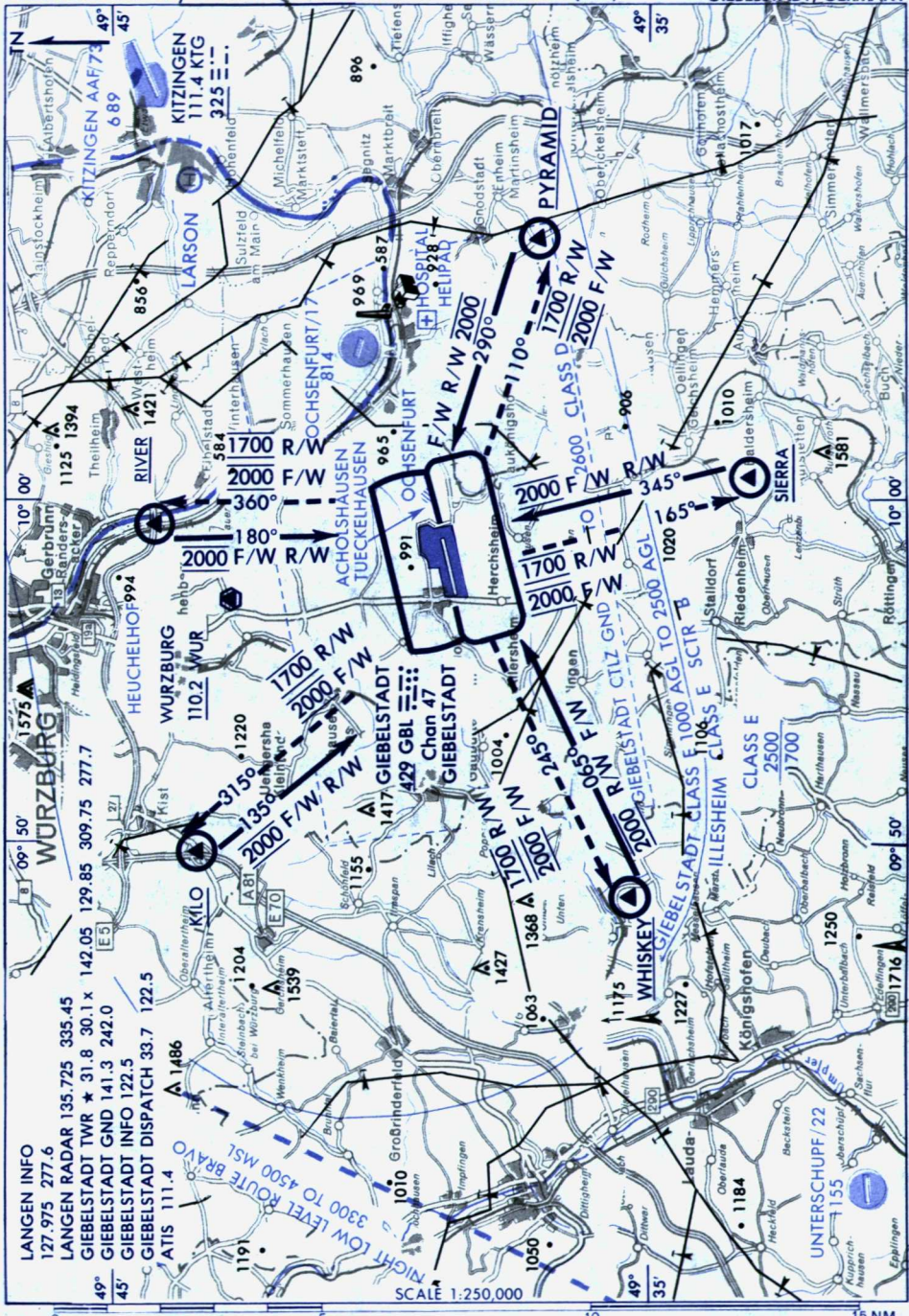


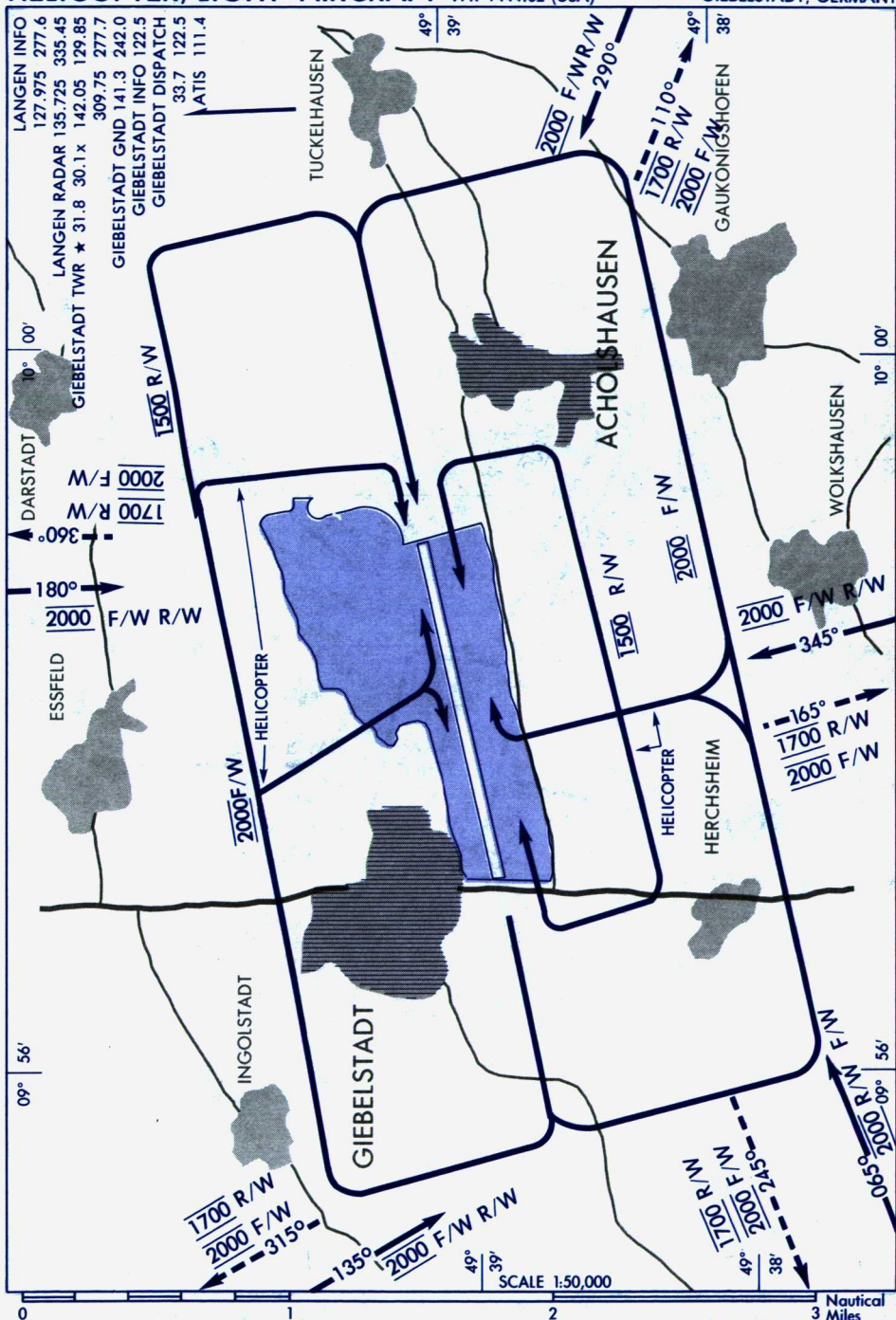
HELICOPTER/LIGHT AIRCRAFT

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. AVOID OVERFLIGHT OF HATCHED AREAS UNLESS CLEARED BY TOWER OR AUTHORIZED BY MILITARY AUTHORITY.
2. TRAFFIC CIRCUIT SOUTH OF RUNWAY.
3. FOR SPECIAL NOTES, SEE GENERAL DATA.







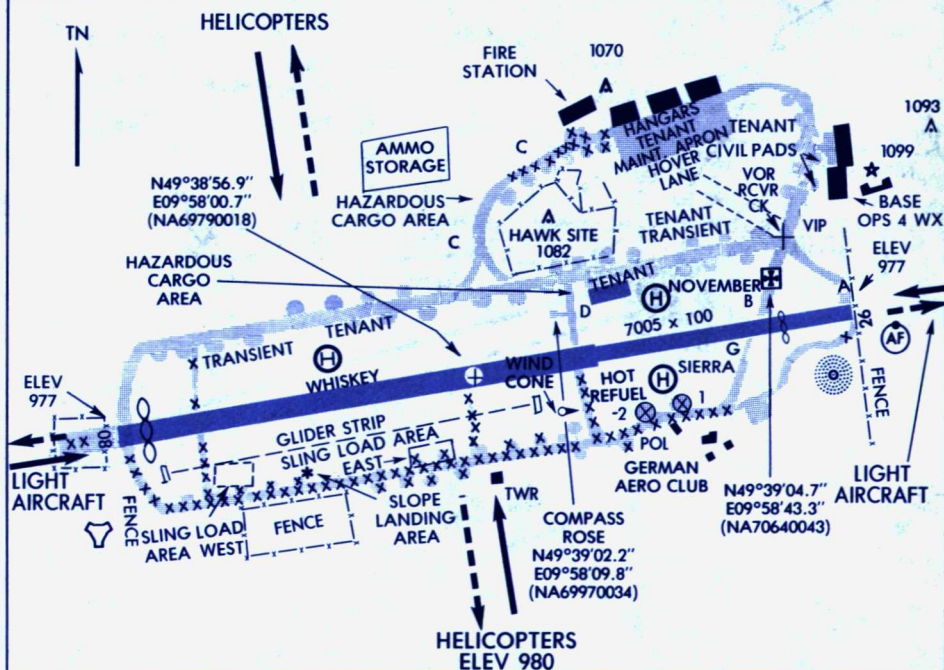
HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. ARRIVING AIRCRAFT SHALL ESTABLISH RADIO CONTACT PRIOR TO REACHING COMPULSORY REPORTING POINTS.

VFR REPORTING POINT LOCATIONS:

REPORTING POINT	MGRS	LOCATION LAT	LONG
PYRAMID	NV 809 967	N49°37'05"	E010°07'32"
SIERRA	NV 727 892	N49°33'05"	E010°00'16"
RIVER	NA 711 103	N49°44'26"	E009°59'12"
KILO	NA 596 087	N49°43'40"	E009°49'35"
WHISKEY	NV 581 938	N49°35'37"	E009°48'14"

2. TRAFFIC PATTERN IS SOUTH, F/W AT 2000', R/W AT 1500'. NORTH TRAFFIC PATTERN AVBL ON REQUEST, F/W AT 2000', R/W AT 1500'. CH-47 ACFT MAY USE F/W TFC PAT.
 3. AVOID TRAFFIC PATTERN OF CIVIL AIRFIELD OCHSENFURT 1600' MSL.
 4. AVOID OVERFLYING THE COMMUNITIES OF HEUCHELHOF, GIBELSTADT, ACHOLSHAUSEN, TUECKELHAUSEN, HOHENSTADT, OCHSENFURT, THE HOSPITAL ON THE HILLTOP SE OF OCHSENFURT AND OTHER BUILT-UP AREAS.
 5. ON WEEKENDS MONITOR GIBELSTADT INFO 122.5 VHF FOR GERMAN ADVISORY OF CIVIL AIRCRAFT AND GLIDERS USING AIRFIELD.
- CAUTION: HIGH PERFORMANCE TERRAIN FOLLOWING FLIGHTS CAN BE EXPECTED AS LOW AS 1000' AGL ALONG NIGHT LOW LEVEL ROUTE SS+30-2300Z+. SEE AP/2 FOR DETAILS.
6. FOR SPECIAL NOTES, SEE GENERAL DATA.

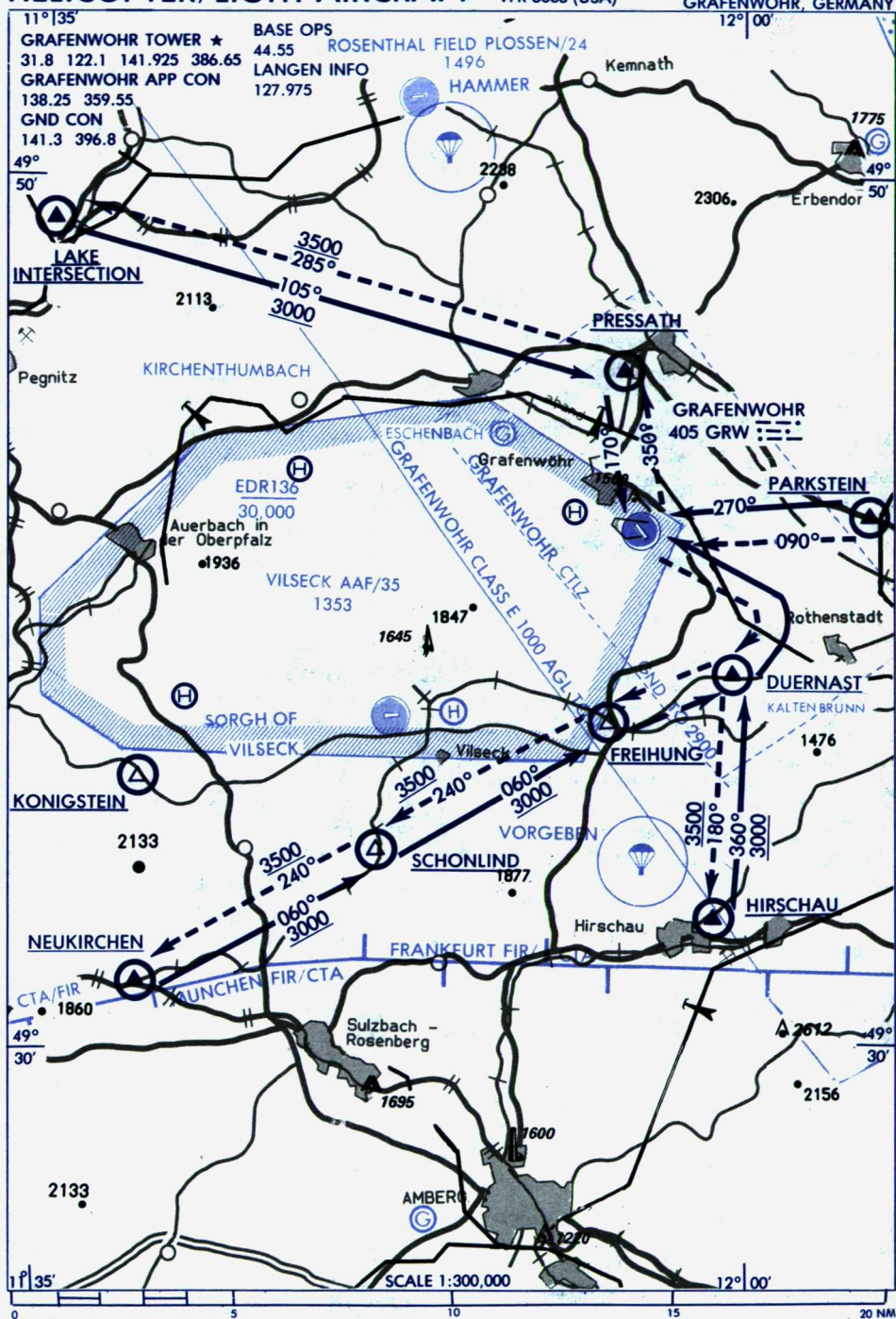


NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

36
VFR 3086 (USA)

GRAFENWOHR AAF (ETIC)
VILSECK MAIN AHP
GRAFENWOHR, GERMANY



HELICOPTER/LIGHT AIRCRAFT

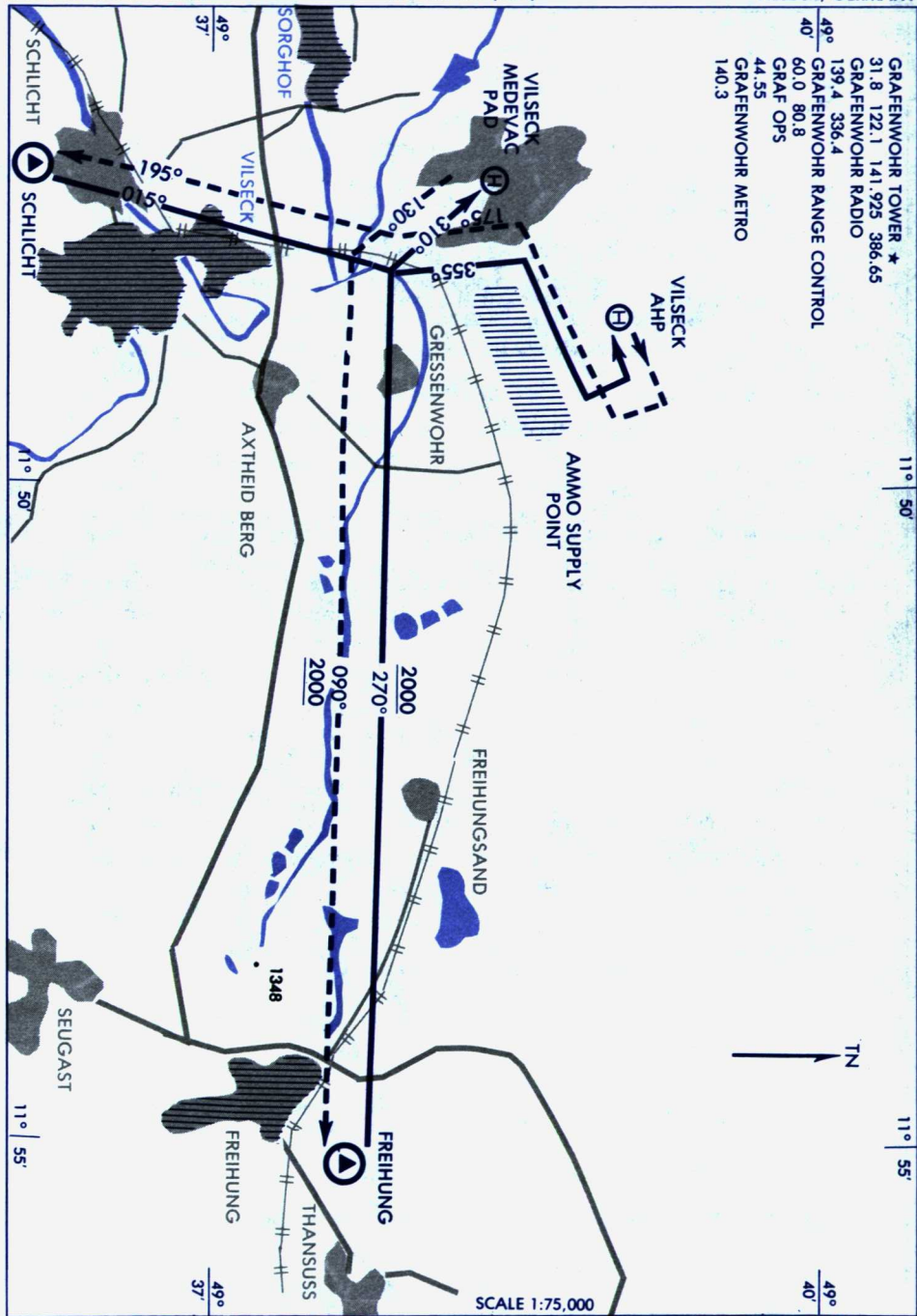
NOT FOR FLIGHT USE

HELICOPTER

VFR-3086.01 (USA)

VILSECK MAIN AHP

VILSECK, GERMANY



GRAFENWOHR TOWER ★
31.8 122.1 141.925 386.65
GRAFENWOHR RADIO
139.4 336.4
60.0 80.8
GRAF OPS
44.55
GRAFENWOHR METRO
140.3

HELICOPTER

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NAUTICAL
MILES
VILSECK, GERMANY
VILSECK MAIN AHP

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. GENERAL:

A. POSITIVE RADIO CONTACT WILL BE ESTABLISHED WITH GRAFENWOHR TOWER PRIOR TO REACHING A CRP.

B. VFR REPORTING POINT LOCATIONS:

POINT	MGRS	LAT	LONG
NEUKIRCHEN	PV 8900 9010	N49°32'02.39"	E011°36'43.84"
SCHONLIND	QV 0110 9490	N49°34'23.63"	E011°46'53.98"
FREIHUNG	QA 1100 0030	N49°37'06.12"	E011°55'16.74"
HIRSCHAU	QV 1440 9280	N49°32'59.28"	E011°57'51.25"
DUERNAST	QA 1400 0300	N49°38'29.63"	E011°57'51.36"
LAKE	PA 8680 2210	N49°49'19.96"	E011°35'49.50"
PRESSATH	QA 1040 1750	N49°46'23.09"	E011°55'20.20"
PARKSTEIN	TR 8650 1040	N49°42'29.56"	E012°02'19.03"

C. USE EXTRA CAUTION TO AVOID THE MONASTERY AT SPEINSHART, THE ASP AT VILSECK, THE GTA RANGE COMPLEX, GRAFENWOHR AND VILSECK MILITARY COMPLEX AND THE CITIES OF AMBERG, ESCHENBACH, FREIHUNG, GRAFENWOHR, KALTENBRUNK, KIRCHENTHUMBACH, POTTENSTEIN, SORGHOF, AND VILSECK.

D. MAKE ALL RADIO REPORTS TO ADVISORY SERVICE WHEN TOWER NOT IN OPERATION.

E. ALL AIRCRAFT WILL, WEATHER PERMITTING, ADHERE TO PUBLISHED CORRIDOR ALTITUDES.

F. FLIGHTS INTO EDR136, EXCEPT FOR INTO GAAF, GRAF AHP OR VILSECK AHP, MUST RECEIVE A GTA AVN PRO GUIDE BRIEFING, HAVE A CURRENT GTA MAP AND HAVE A DAILY UPDATE FROM RANGE CONTROL PRIOR TO FILING A FLIGHT PLAN. FONE 475-6912/6913/6332.

G. ALL FLIGHTS TO THE SOD STRIP MUST HAVE THE GTA AVN PRO GUIDE BRIEFING PRIOR TO ENTRY AND MUST BE IN CONTACT WITH GAAF TOWER AND GRAF RADIO.

H. FOR SPECIAL NOTES, SEE GENERAL DATA.

2. GRAFENWOHR AAF (QA 12080937):

A. TRAFFIC PATTERN IS EAST OF RUNWAY ONLY: F/W AT 2700' MSL, R/W AT 2400' MSL.

B. WINDS PERMITTING, LANDINGS WILL BE MADE TO RWY 32 AND DEPARTURES FROM RWY 14.

C. DV RAMP PRO. PAX D/O & P/U ON DV1 AND DV2 RSTD TO F/W ADFT. DUE TO FIXED OBJECTS CLOSE TO BASE OPS. R/W ACFT RSTD TO USE DV H FOR PAX D/O & P/U.

D. USE EXTRA CAUTION FOR APCH 32, DEP 14 DUE TO SOD STRIP LOCATED SW OF RUNWAY. REFER TO APG FOR SOD STRIP INFO.

3. GRAF AHPs:

A. ARR/DEP VIA ENTRY EXIT POINT 1.

B. GRAF TWR/ADVSY CONTROL PAD, MAINTAIN RADIO CONTACT.

C. CONTACT GRAF RADIO INBOUND PRIOR TO ENTRY/EXIT POINT 1 AND OUTBOUND DURING TAKEOFF.

D. REMAIN BETWEEN 100-200' AGL/NO FASTER THAN 80 KNOTS.

E. REMAIN CLEAR OF LIVE AMMUNITION RANGES TO THE WEST. IF DISORIENTED, TO AVOID RANGE, FLY EAST AT 200' AGL/NO FASTER THAN 60 KNOTS, AVOIDING BUILT UP AREAS IF POSSIBLE AND REPORT TO GRAF RADIO AND GAAF TOWER.

F. PILOTS UNFAMILIAR WITH ROUTES SHOULD RECEIVE BRIEFING AT GAAF OPS.

G. GRAF MEDEVAC PAD (QA 10231026):

(1) FOR MEDEVAC AND MEDEVAC ORIENTATION ONLY.

(2) APP/DEP PATH IS OVER SPORTS FIELD WITH LIGHTING. USE CAUTION FOR PEOPLE AND POLES.

(3) OVERFLOW PARKING IS TO THE SOUTH IF REQUIRED AT PILOTS DISCRETION.

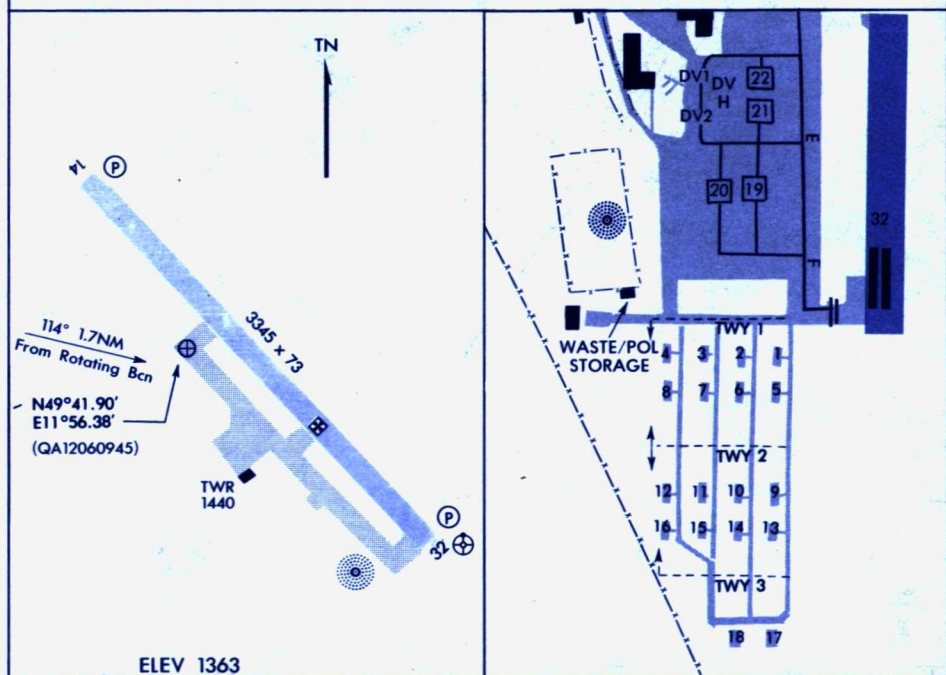
NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

GRAFENWOHR AAF (ETIC)

VFR-3086.03 (USA)

GRAFENWOHR, GERMANY



HELICOPTER/LIGHT AIRCRAFT

49°42'N-11°57'E

39

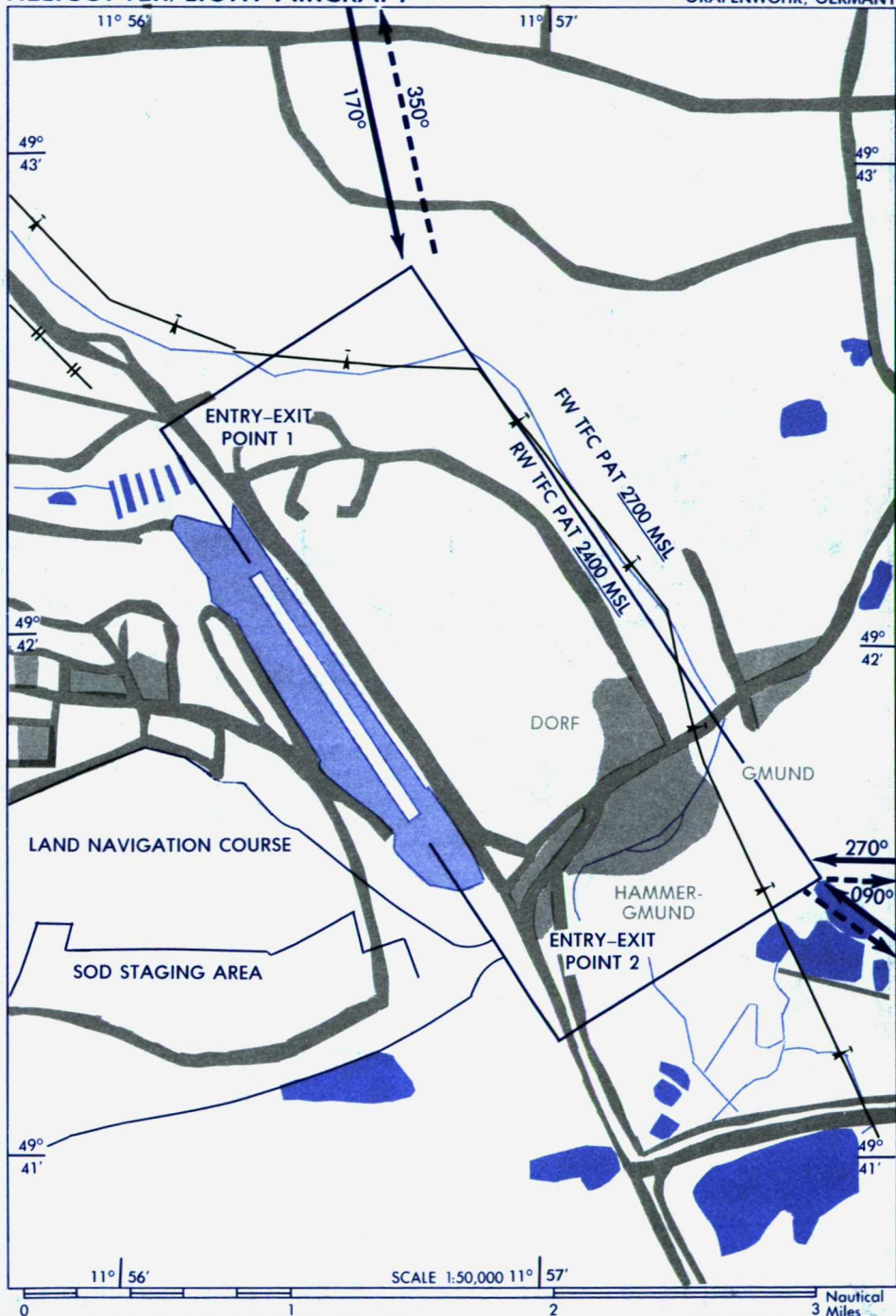
GRAFENWOHR, GERMANY
GRAFENWOHR AAF (ETIC)

NOT FOR FLIGHT USE

40

GRAFENWOHR AAF (ETIC)
GRAFENWOHR, GERMANY

HELICOPTER/LIGHT AIRCRAFT

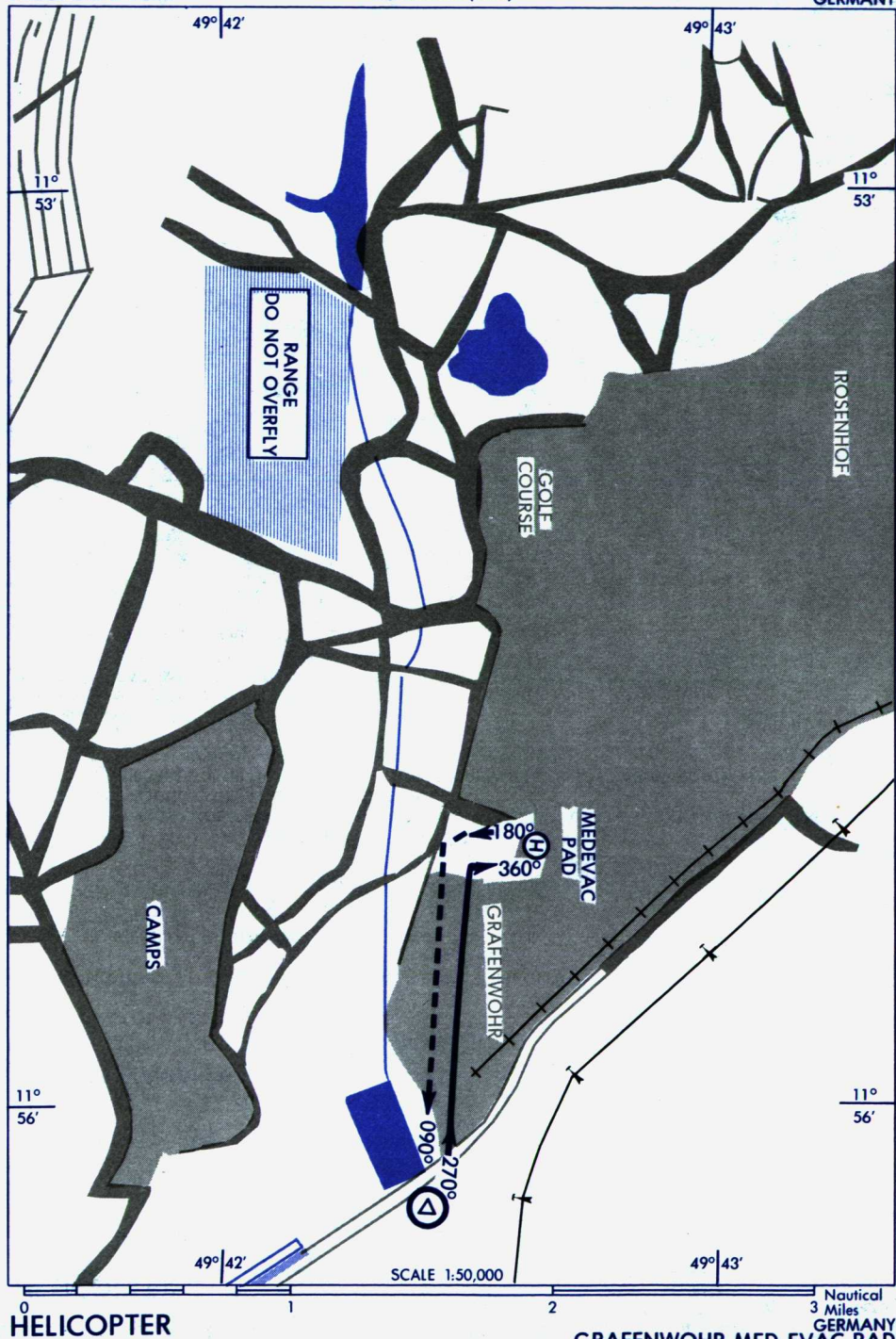


HELICOPTER/LIGHT AIRCRAFT

GRAFENWOHR, GERMANY
GRAFENWOHR AAF (ETIC)

HELICOPTER PROCEDURES

- A. CONTACT GAAF TWR/ADVSY AT VFR REPORTING POINTS AND PRIOR TO LANDING.
- B. ENTRY INTO GRAFENWOHR TRAINING AREA NOT AUTHORIZED DIRECTLY FROM VILSECK CANTONEMENT AREA.
- C. DO NOT OVERFLY BUILT UP AREAS, ASP VILSECK (QA030027) OR CITIES OF FREIHUNG, VILSECK OR SORGHOF.
- D. LIGHTING/GENERAL INFORMATION AVAILABLE THRU GRAF OPS 475-8370.
- E. IF MISORIENTED TURN AWAY FROM KNOWN OBSTACLES, FLY SOUTH AND AVOID TOWER N OF VILSECK.
- F. CAUTIONS: 300' TWR 0.25 NM N VILSECK
- G. VILSECK MAIN PAD (QA 02520344):
 - (1) APP/DEP ZONE SMALLER THAN STANDARD, MARKING AND LIGHTING NON-STANDARD.
 - (2) GROUND SLOPES DOWN AROUND PAD.
 - (3) AIRCRAFT DESIRING TO STOP OR TERMINATE MUST CONTACT GAAF TOWER FOR SPECIAL INSTRUCTIONS.
- H. VILSECK MEDEVAC PAD (QA 01760228):
 - (1) FOR MEDEVAC AND MEDEVAC ORIENTATION ONLY.
 - (2) PAD IS SMALLER THAN STANDARD.
 - (3) GROUND SLOPES DOWN AROUND PAD.
 - (4) CONTACT GAAF TOWER FOR SHUTDOWN OR TERMINATION.

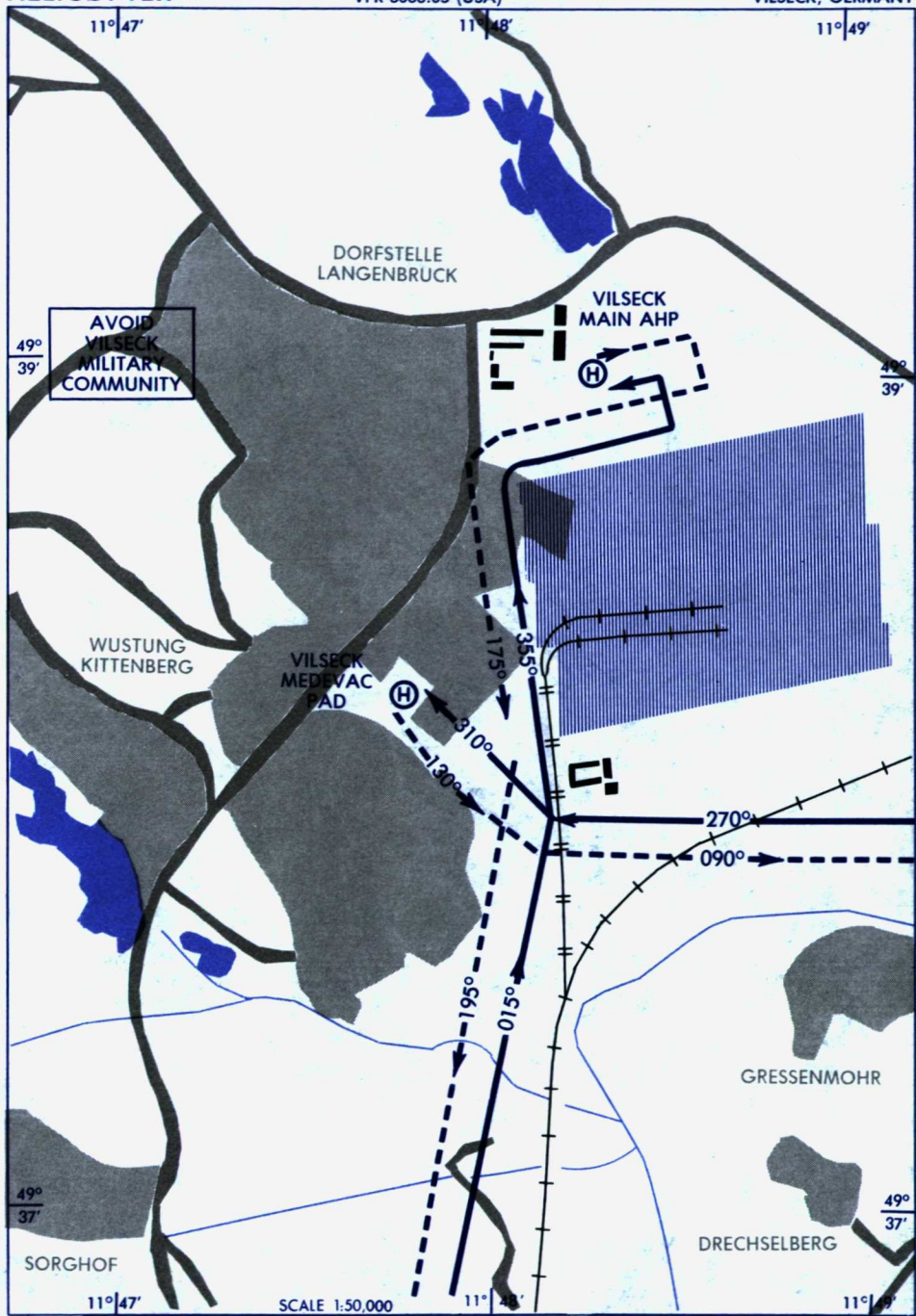


NOT FOR FLIGHT USE

HELICOPTER

VFR-3086.05 (USA)

VILSECK AHP
VILSECK, GERMANY



HELICOPTER

43

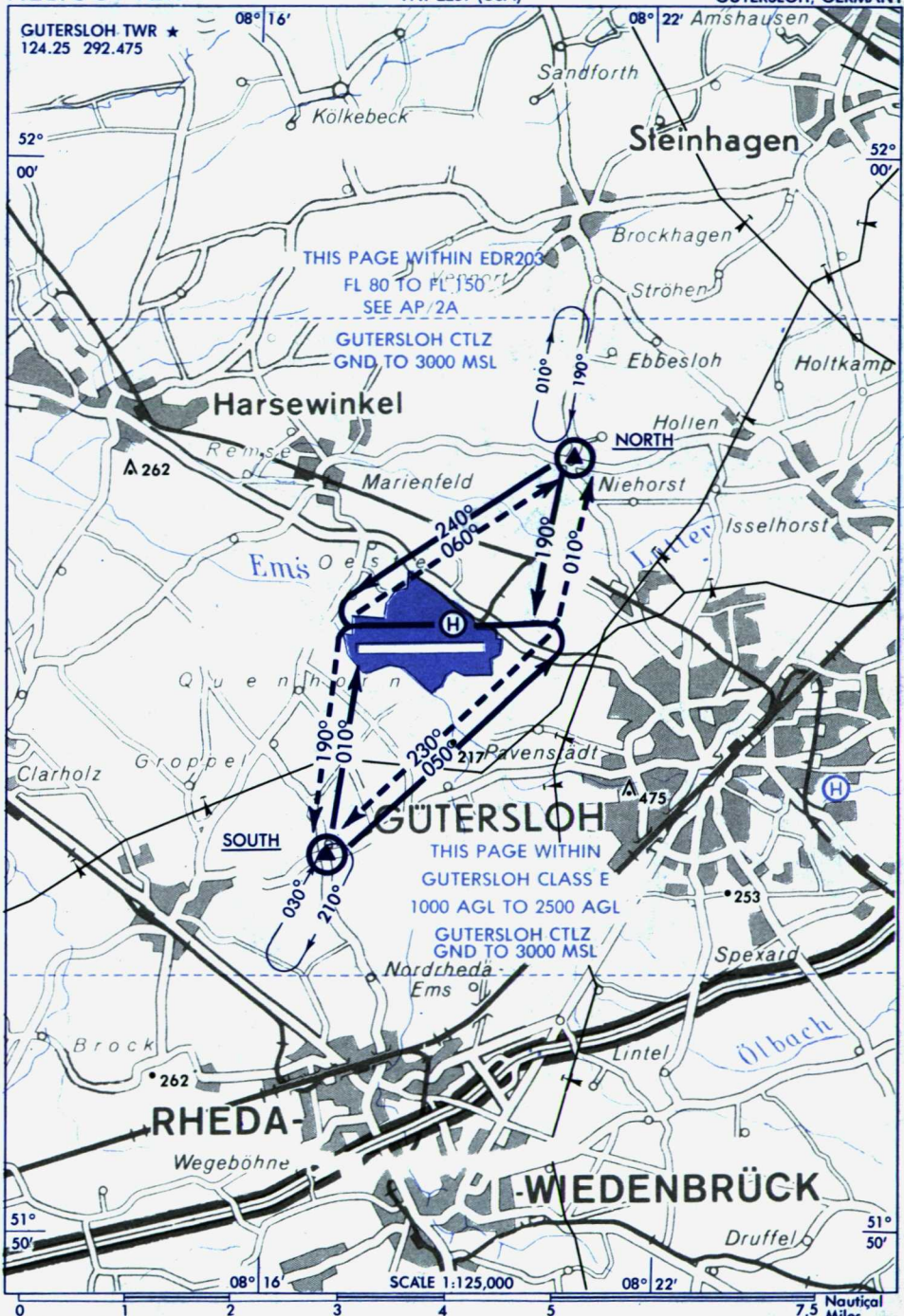
25 Nautical Miles
VILSECK, GERMANY
VILSECK AHP

HELICOPTER

44

VFR-2239 (USA)

GUTERSLOH (ETUO)
GUTERSLOH, GERMANY



HELICOPTER

GUTERSLOH, GERMANY
GUTERSLOH (ETUO)

HELICOPTER PROCEDURES

1. ARRIVAL:
CONTACT GUTERSLOH APP CON FOR CLEARANCE TO ENTER CTLZ. FROM CTLZ BOUNDARY PROCEED VIA CRP AT 250' AGL TO AIRPORT BOUNDARY. CONTACT TOWER AT CRP.
2. DEPARTURE:
DAY: CONTACT GUTERSLOH TOWER AND PROCEED TO CRP AT 250' AGL, THEN PROCEED TO CTLZ BOUNDARY AS DIRECTED BY GUTERSLOH APP CON.
NIGHT: CLIMB ON RUNWAY DIRECTION TO 500' AGL BEFORE TURNING FOR CRP. CONTINUE CLIMB TO ARRIVE AT CRP AT 1000' AGL.
3. VFR TRAFFIC PATTERN NORTH OF RUNWAY ONLY.
4. FOR SPECIAL NOTES, SEE GENERAL DATA.

CAUTION: EXTENSIVE V/STOL OPERATIONS AT ALL TIMES.



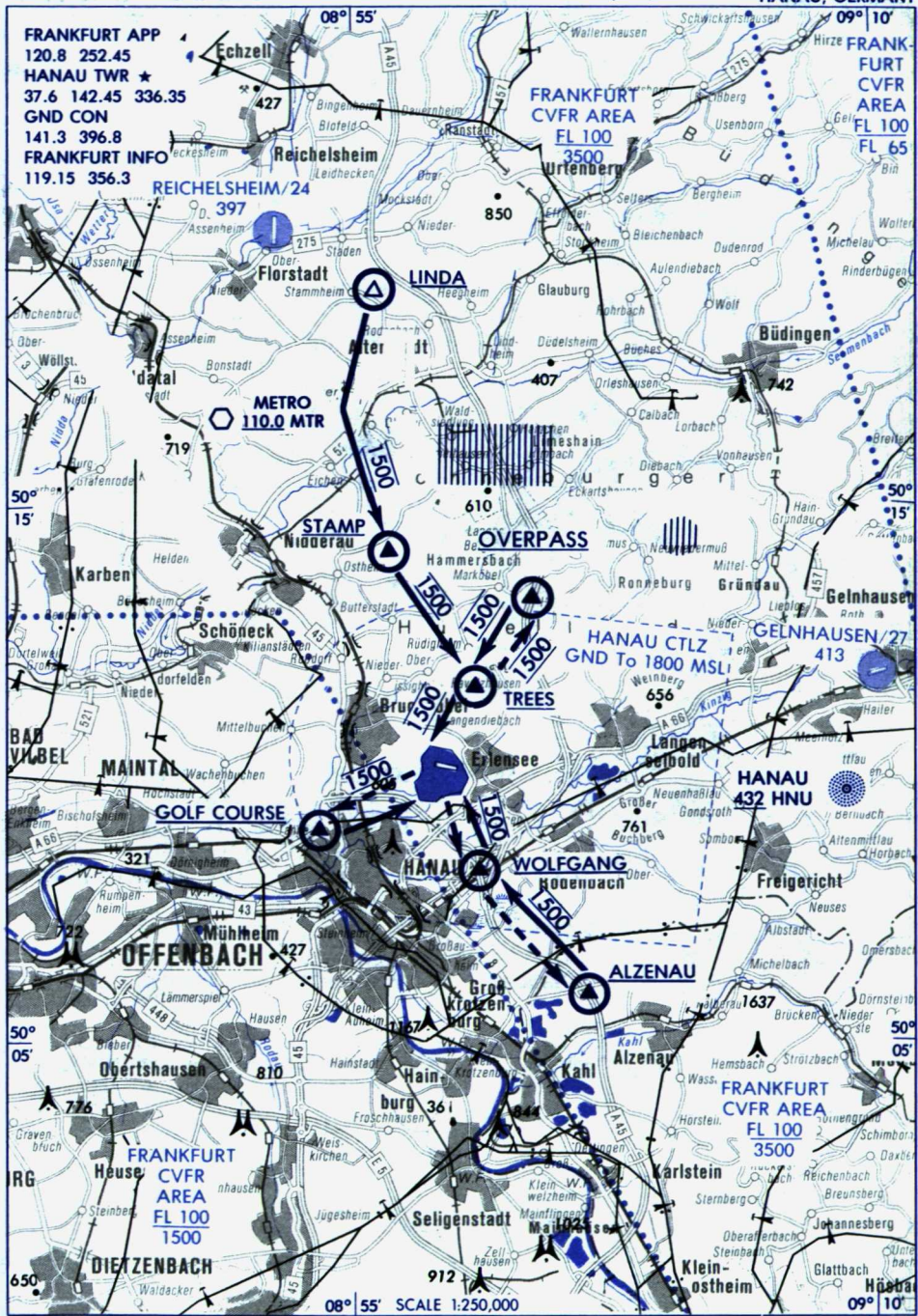
ELEV 236

51°56'N-08°18'E

45

HELICOPTER/LIGHT AIRCRAFT

VFR-3087.01 (USA)

HANAU AAF (ETID)
HANAU, GERMANY

HELICOPTER/LIGHT AIRCRAFT

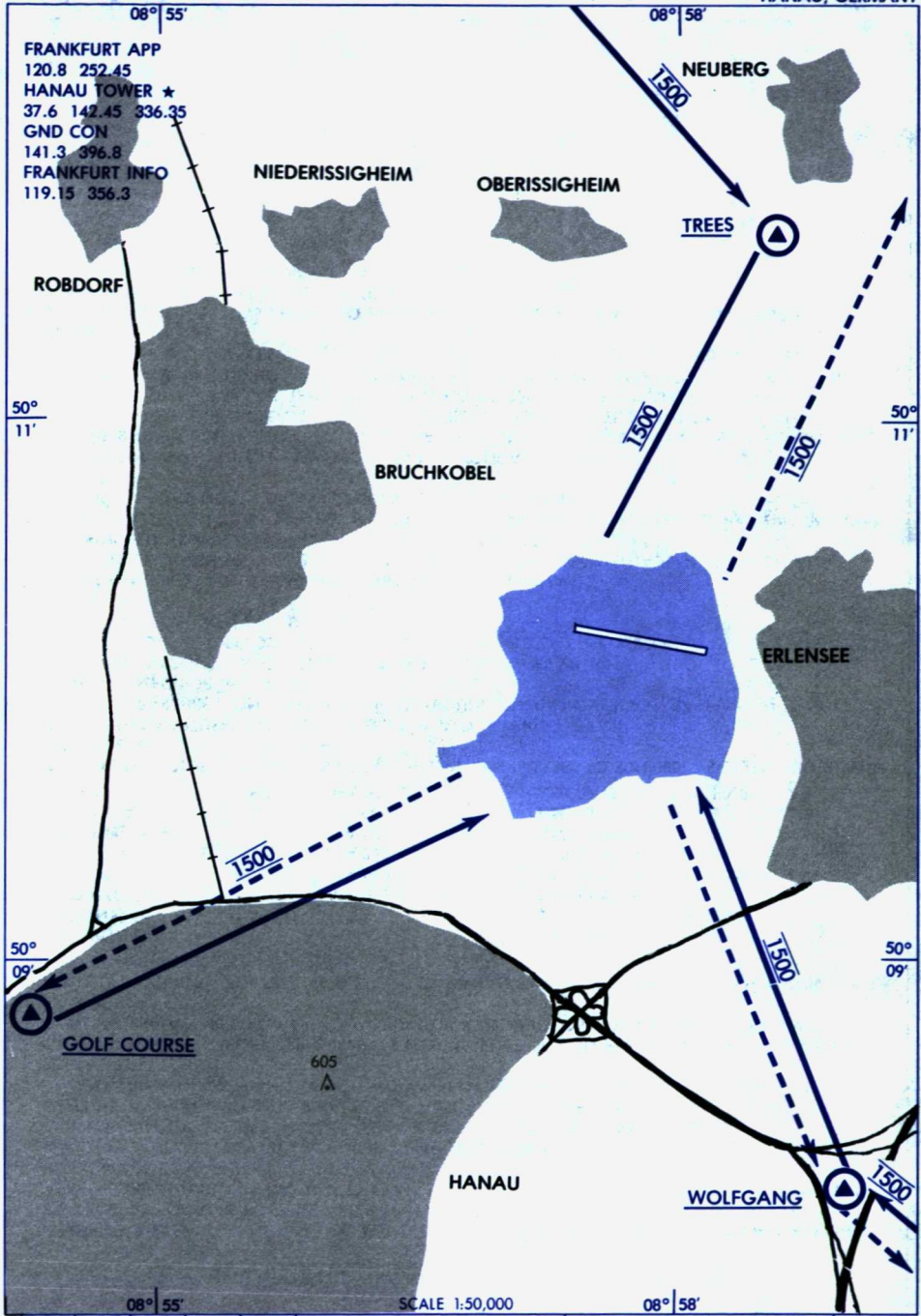
HANAU, GERMANY
HANAU AAF (ETID)

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-3087 (USA)

HANAU AAF (ETID)
HANAU, GERMANY



HELICOPTER/LIGHT AIRCRAFT

HANAU, GERMANY
HANAU AAF (ETID)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

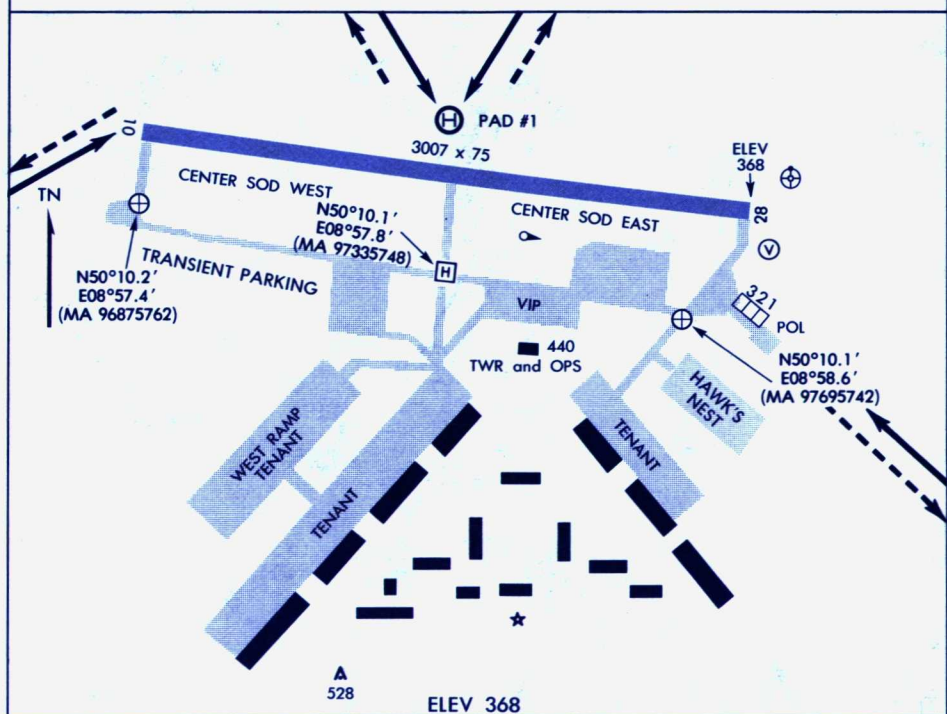
1. ARRIVING AIRCRAFT MAINTAIN 1500' MSL UNTIL PATTERN ENTRY. DEPARTING AIRCRAFT ATTAIN 1500' MSL AS SOON AS POSSIBLE AFTER TAKE-OFF.
2. ARRIVAL/DEPARTURE FOR DAYTIME OPERATIONS ONLY (SUNRISE TO SUNSET). CONTACT TWR PRIOR TO CONTROL ZONE ENTRY.
 - A. NORTH ARRIVAL - REPORT CRP STAMP (SMALL STAND OF TREES) AND PROCEED VIA CRP TREES (WEST EDGE OF TREE LINE). FOR INSTRUCTIONS ON PATTERN ENTRY AND LANDING.
 3. SOUTH ARRIVAL - REPORT CRP ALZENAU (AUTOBAHN CLOVERLEAF) AND PROCEED VIA CRP WOLFGANG (LARGE HIGHWAY INTERSECTION) FOR INSTRUCTIONS ON PATTERN ENTRY AND LANDING.
 - C. EAST ARRIVAL - REPORT CRP OVERPASS FOR INSTRUCTIONS ON PATTERN ENTRY AND LANDING.
 - D. WEST ARRIVAL - REPORT CRP GOLF COURSE FOR INSTRUCTIONS ON PATTERN ENTRY AND LANDING.
- E. ALL DEPARTURES - PROCEED AS DIRECTED BY HANAU TWR TO APPROPRIATE CRP FOR CONTROL ZONE DEPARTURE.

REPORTING POINT	MGRS	LOCATION LAT	LONG
STAMP	MA 952 645	N50°13.57.50	E008°55'57.72
TREES	MA 979 606	N50°11.51.29	E008°58'14.09
ALZENAU	NA 022 497	N50°05.58.37	E009°01'50.75
WOLFGANG	MA 987 538	N50°08.11.13	E008°58'54.52
OVERPASS	NA 004 637	N50°13.31.67	E009°00'20.20
GOLF COURSE	MA 925 558	N50°09.15.72	E008°53'42.06

3. ARRIVAL/DEPARTURE PROCEDURES FOR NIGHTTIME OPR (SUNSET TO SUNRISE) AS LISTED ABOVE WITH FOL EXCEPTIONS.
 - A. NORTH DEPARTURES NOT AUTHORIZED FOR ANY AIRCRAFT.
 - B. EAST DEPARTURE - ONE-WAY TRAFFIC OUTBOUND VIA CRP OVERPASS. EAST ARRIVALS NOT AUTHORIZED FOR ANY AIRCRAFT. MAX 100 KIAS.
4. EXCEPT IN EMERGENCIES, OVERFLIGHT OF ALL COMMUNITIES WITHIN CONTROL ZONE AND LOCAL AREA IS PROHIBITED BELOW 1500' MSL. ALL INADVERTENT OR SAFETY RELATED OVERFLIGHTS WILL BE REPORTED IMMEDIATELY TO HANAU BASE OPS.
5. NO-FLY AREAS.
 - A. RONNENBURG CASTLE (NA044654) 1 KM RADIUS TO 1500' AGL.
 - B. TOWN OF LIMESHAIN (COMMUNITIES OF WALDSIEDLUNG, ROMMELHAUSEN, HIMBACH AND HAINCHEN) (MA970700 - NA010700 - NA010670 - MA970670) TO 1500' MSL.
6. TRAFFIC PATTERN ALTITUDE R/W 800' MSL/80 KTS, F/W 1300' MSL. DURING TRAFFIC PATTERN TRAINING, R/W SOUTH, F/W NORTH UNLESS OTHERWISE DIRECTED BY TOWER.
7. CAUTION:
 - A. MONITOR VHF 122.1 ON WEEKENDS AND U.S. HOLIDAYS.
 - B. GLIDER TRAFFIC NEAR LANGENSELBOLD (NA046585) AND GELNHAUSEN (NA125608) DURING VMC.
8. TO DECREASE GROUND DELAYS, ARRIVING AIRCREWS SHOULD STATE INTENTIONS ON INITIAL CONTACT WITH TOWER. ALL TENANT PARKING AREAS OFF LIMITS TO TRANSIENT AIRCRAFT. TRANSIENT R/W (INCLUDING AIRCREWS USING SFTS) USE TRANSIENT PARKING AREAS WEST OF TOWER RAMP. TRANSIENT F/W CREWS CONTACT BASE OPS FOR PARKING. LIMITED PARKING/SERVICES AVAILABLE.
9. ALL TRANSIENT AIRCREWS REPORT TO BASE OPS FOR NOISE ABATEMENT BRIEFING PRIOR TO CONDUCTING TRAINING IN THE CONTROL ZONE.
10. FOR SPECIAL NOTES, SEE GENERAL DATA.

HELICOPTER/LIGHT AIRCRAFT

HANAU AAF (ETID)
HANAU, GERMANY



HELICOPTER/LIGHT AIRCRAFT

HANAU, GERMANY
HANAU AAF (ETID)

HELICOPTER

VFR-2263 [USA]

HEIDELBERG, GERMANY



HELICOPTER

HEIDELBERG, GERMANY

HEIDELBERG AHP (ETIE)

NOT FOR FLIGHT USE

HELICOPTER

HEIDELBERG AHP (ETIE)
HEIDELBERG, GERMANY

VFR-2263.02 (USA)



HELICOPTER

51

HEIDELBERG, GERMANY
HEIDELBERG AHP (ETIE)

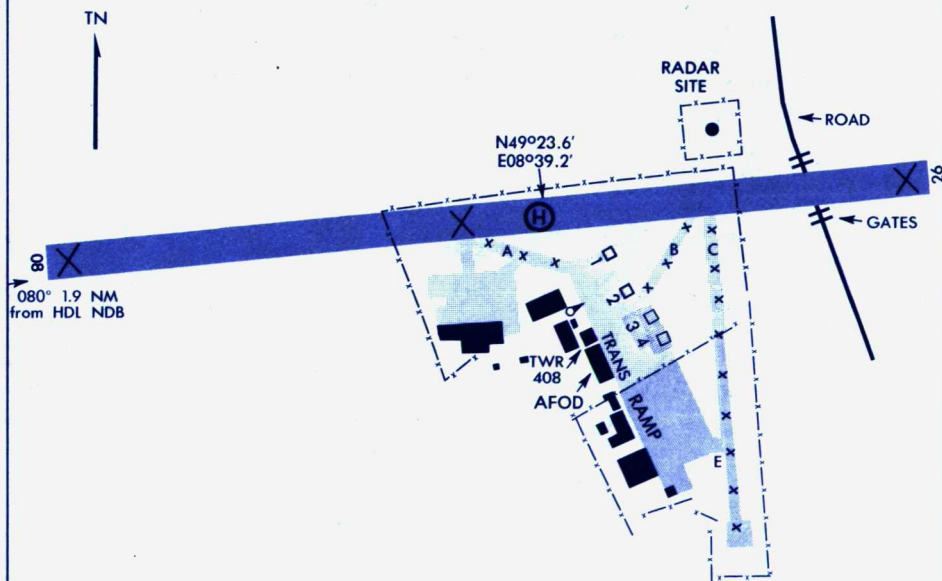
HELICOPTER

52

VFR-2263.03 (USA)

HEIDELBERG AHP (ETIE)
HEIDELBERG, GERMANYHELICOPTER PROCEDURES

1. FLY ALL ROUTES: DAYTIME/NIGHTTIME/NVD - 1000' OR HIGHER.
2. NORTH ARRIVALS/DEPARTURES VIA BRIDGE (USING RTE TO PHV). STRICT ADHERENCE TO NO FLY AREAS. USE CAUTION IN VICINITY OF MANNHEIM-NEUSTADT CLASS "D" AIRSPACE. NO OVERFLIGHT OF HEIDELBERG AND EPPLEHEIM.
3. EAST ARRIVALS/DEPARTURES VIA PHV: NO OVERFLIGHT OF LEIMEN AND SANDHAUSEN RESIDENTIAL COMMUNITIES.
4. SOUTH ARRIVALS/DEPARTURES VIA PHV: USE CAUTION IN VICINITY OF WALDORF CIVIL AIRFIELD: GLIDER/PARACHUTE JUMPING ACTIVITIES.
5. WEST/SOUTHWEST ARRIVALS/DEPARTURES VIA KETSCH: USE CAUTION IN VICINITY OF SPEYER, HERRENTEICH AND HOCKENHEIM CIVIL AIRFIELDS: GLIDER/PARACHUTE JUMPING ACTIVITIES.
6. NO OVERFLIGHT OF PATRICK HENRY VILLAGE RESIDENTIAL AREA.
7. CONDUCT ALL OPERATIONS SOUTH OF THE CLOSED RUNWAY. NO OVERFLIGHT OF RESIDENTIAL AREAS.
8. ARRIVALS ARE PERMITTED FROM ANY NCRP VIA PUBLISHED ROUTING TO PHV. CROSS PHV AT A MINIMUM OF 1000' AGL OR HIGHER AND PROCEED NORTH NORTHEAST ALONG SPEYER STRASSE TO NCRP QUEEN. AFTER CROSSING NCRP QUEEN MAKE A BROAD LEFT TURN PASSING EAST OF THE RECYCLING CENTER (N49°23.52' E08°39.72') UNTIL ALIGNED TO LAND ON A HEADING OF 260°.
9. DEPARTURE PROCEDURES ARE THE REVERSE OF THE ARRIVAL PROCEDURES. ALL DEPARTURES FROM QUEEN MUST PROCEED VIA PHV.
10. APPROACHES AND DEPARTURES WILL BE TO AND FROM THE HELIPAD ONLY. RWY CLSD PERMANENTLY.
11. NO CLOSED TRAFFIC.
12. AFTER LANDING HOVER TAXI DIRECT TO THE RAMP AND GROUND TAXI TO PARKING. PARKING PADS NOT LIGHTED.
13. FOR SPECIAL NOTES, SEE GENERAL DATA.
14. NCRP: PHV-N49°22.3' E08°38.0', KETCH-N49°21.5' E08°33.0', BRIDGE-N49°26.4' E08°38.5', QUEEN-N49°23.3' E08°39.7'.
15. RESTRICTIONS: NO APU RUNS OVER 5 MINUTES. NO ENGINE STARTS BEFORE PAX ARRIVAL. NO HOVERING NEXT TO THE AFOD BLDG (201).
16. HELIPAD BOUNDARY LIGHTING AVAILABLE. ACTIVATE (1-STEP) ON 142.2.



ELEV 358

49°24'N-08°39'E

HELICOPTER

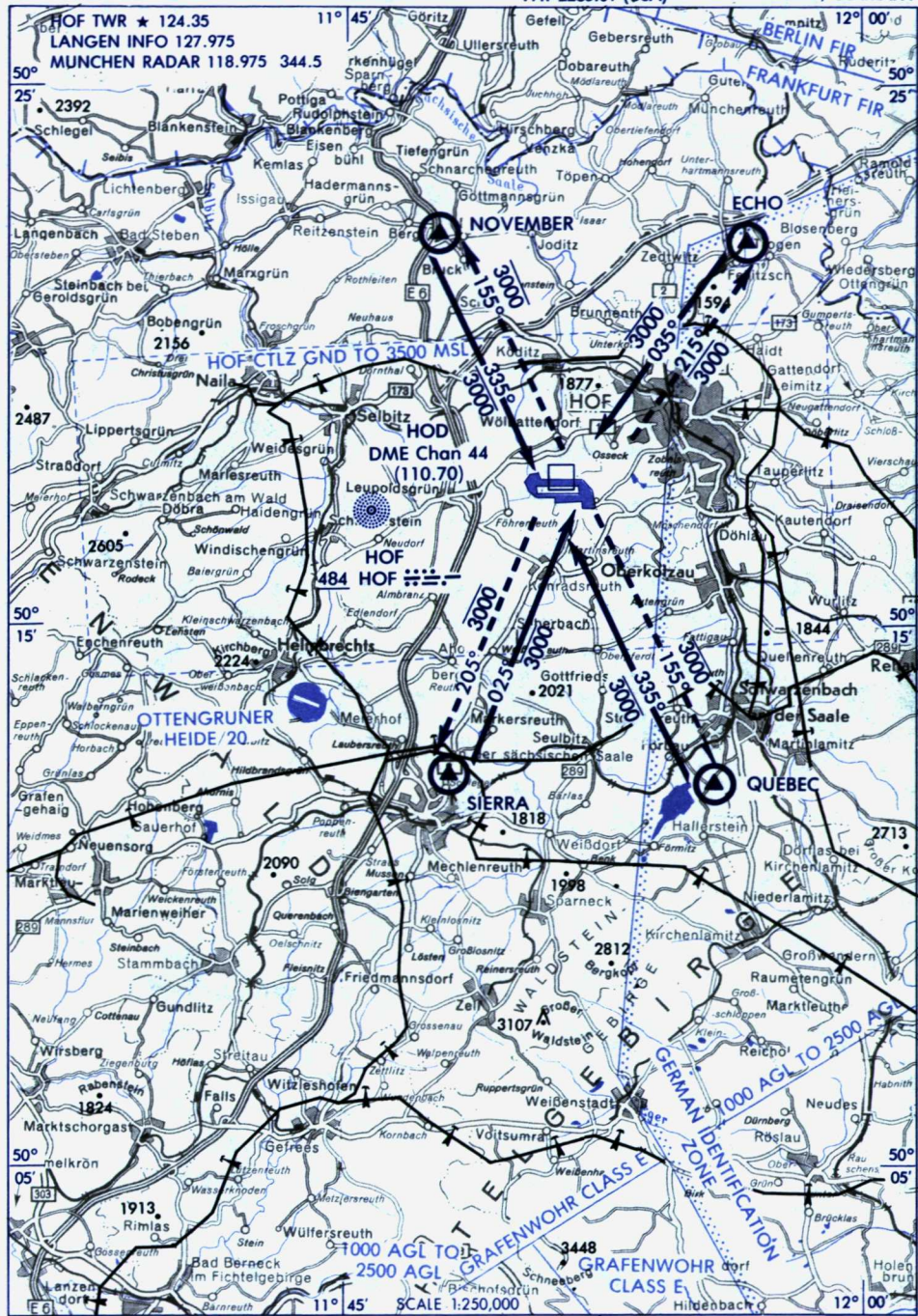
HEIDELBERG, GERMANY
HEIDELBERG AHP (ETIE)

HELICOPTER/LIGHT AIRCRAFT

VFR-2265.01 (USA)

HOF-PLAUEN (EDQM)

HOF, GERMANY



HELICOPTER/LIGHT AIRCRAFT

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HOF, GERMANY

HOF-PLAUEN (EDQM)

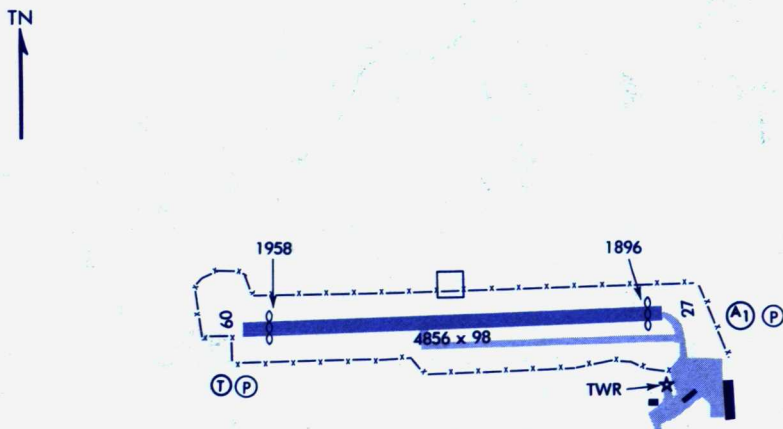
HELICOPTER/LIGHT AIRCRAFT

54

VFR-2265 (USA)

HOF-PLAUEN (EDQM)
HOF, GERMANYHELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. ALL ARRIVALS MUST ESTABLISH CONTACT WITH HOF TOWER OR INFO AT LEAST 5 MINUTES PRIOR TO THE COMPULSORY REPORTING POINTS (CRP).
 2. WHEN TOWER IS NOT OPERATIONAL, FLY TRAFFIC PATTERNS SOUTH OF AIRFIELD AT 2800' MSL.
- CAUTION: GLIDER AND PARACHUTE JUMPING ACTIVITIES AT AIRFIELD.
3. FOR SPECIAL NOTES, SEE GENERAL DATA.



ELEV 1960

HELICOPTER/LIGHT AIRCRAFT

50°17'N-11°51'E

HOF, GERMANY
HOF-PLAUEN (EDQM)

HELICOPTER/LIGHT AIRCRAFT (USA)

HOHENFELS AAF (ETIH)
HOHENFELS, GERMANY

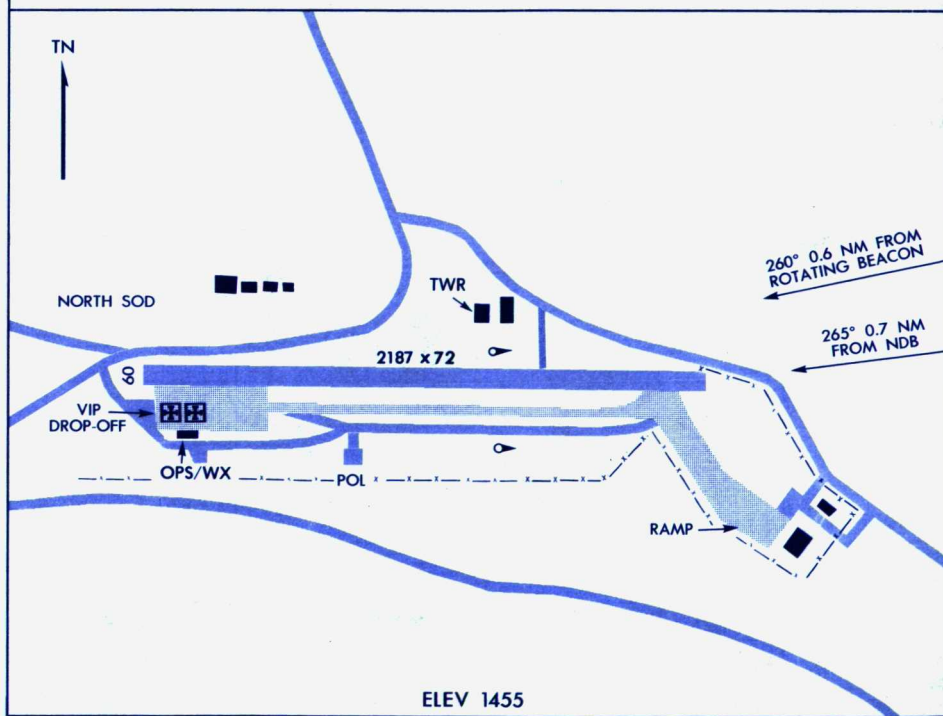


HELICOPTER/LIGHT AIRCRAFT

HOHENFELS, GERMANY
HOHENFELS AAF (ETIH)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. FLIGHTS INTO EDR137:
 - A. TWO WAY COMMUNICATION WITH TWR/BASE OPS REQUIRED.
 - B. ALL FLIGHT OPERATIONS REQUIRE BASE OPERATIONS/AVIATION OBSERVER CONTROLLER TEAM BRIEFING. AIRCREWS ARRIVING WITHOUT BRIEFING MUST REPORT TO HOHENFELS AAF/BASE OPS.
 - C. LOCATIONS OF REPORTING POINTS:
- | REPORTING POINT | MGRS | LOCATION LAT | LONG |
|-----------------|------------|---------------|----------------|
| FREIHOLS QUARRY | TQ 826 759 | N49°23'48.93" | E012°00'13.09" |
| BURGENGENSEN | TQ 833 559 | N49°13'03.06" | E012°01'26.83" |
| KALLMUENZ | QV 159 498 | N49°09'46.80" | E011°57'41.90" |
| AUTOBAHN CURVE | QV 066 500 | N49°10'04.79" | E011°50'03.61" |
| PARSBERG | PV 992 511 | N49°10'49.18" | E011°44'00.54" |
| WHISKEY | PV 848 534 | N49°12'19.81" | E011°32'13.75" |
2. ARR/DEP VIA CRP PARBERG AUTOBAHN INTERSECTION REMAIN NORTH OF AUTOBAHN VICINITY OF PARBERG. OVERFLIGHT OF DARSHOFFEN AND PARBERG PROHIBITED. REMAIN 1000M NORTH OF HACKENHOFEN.
 3. ARR/DEP VIA CRP FREIHOLS QUARRY AT NIGHT AVOID LOW-LEVEL JET ROUTE BY MAINTAINING 500' AGL OR 1500' AGL. DETERMINE ACTIVITY BY CONTACTING MUENCHEN RADAR UHF 362.3. DO NOT PENETRATE ROUTE UNTIL CLEARANCE IS RECEIVED.
 4. NVDS/NVG OPERATIONS: MAINTAIN 500' AGL ON ALL ARRIVAL/DEPARTURE ROUTES. NVDS/NVG TRAFFIC PATTERNS PERMITTED ONLY WHEN TOWER IS OPERATIONAL.
 5. TRAFFIC PATTERN ALTITUDE 2500' MSL RW, 3000' FW. NON-STANDARD RIGHT TRAFFIC TO RWY 09. CAUTION: SMOKESTACK 1626' MSL (0.4 NM) AND AFN RADIO ANTENNA 1685' MSL (0.6 NM) NE OF APPROACH END RWY 27.
 6. MINIMUM ALTITUDE OVER TOWNS AND BUILT UP AREAS IS 3000' MSL.
 7. UH-60 COPTERS USING VIP DROP-OFF PAD(S) WILL GND TAXI TO/FROM RWY.
 8. WARNING: EXTENSIVE JET TRAFFIC CROSSING EASTERN VFR CORRIDOR INTO/OUT OF EDR137 AT VARIOUS ALTITUDE.
 9. EXTENSIVE DAY/NGT UNMANNED AERIAL VEHICLE/REMOTELY OPERATED ACFT OPS WITHIN EDR-137.

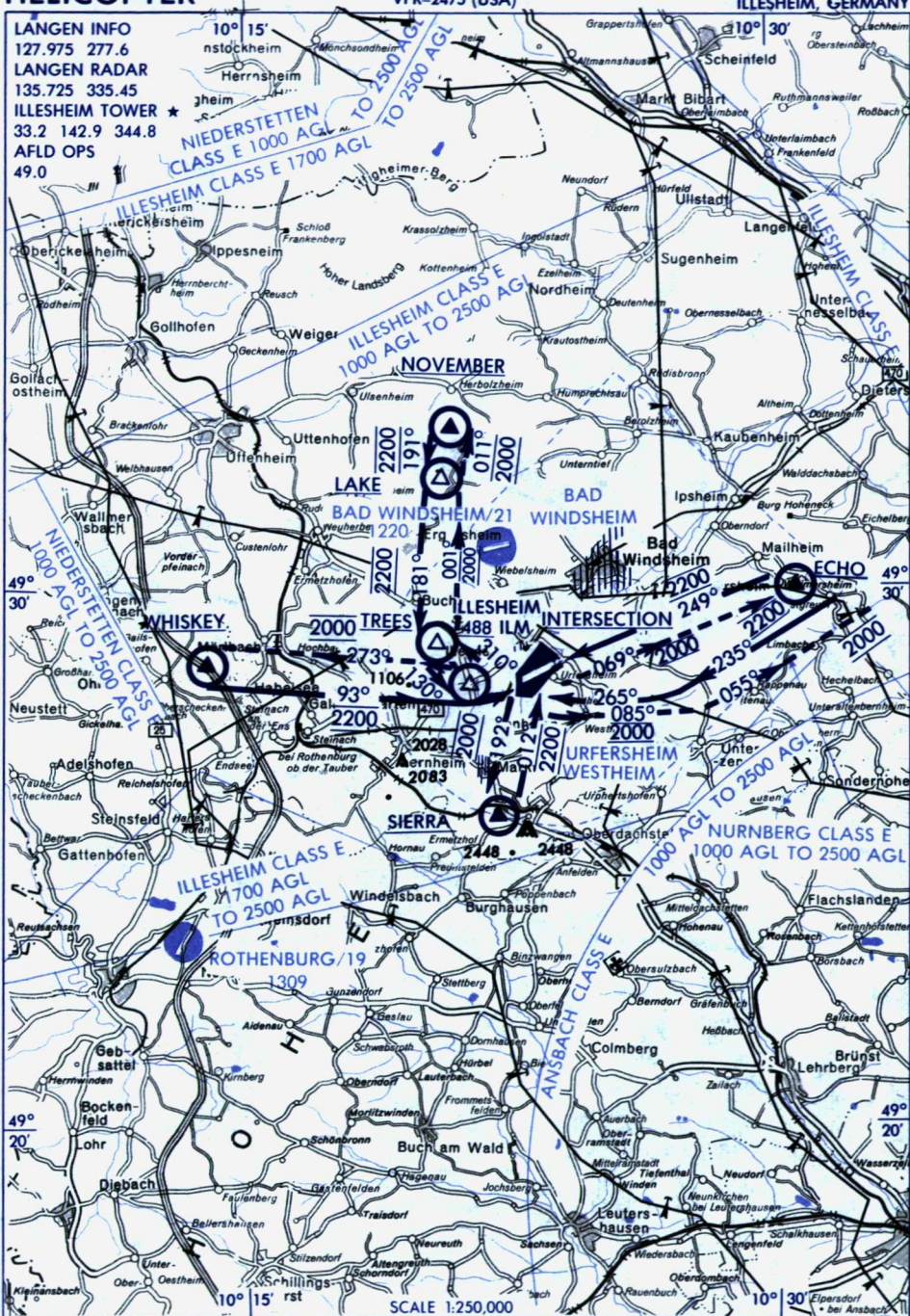


49°13'N-11°50'E

HELICOPTER/LIGHT AIRCRAFT

HOHENFELS, GERMANY
HOHENFELS AAF (ETIH)

LANGEN INFO
127.975 277.6
LANGEN RADAR
135.725 335.45
ILLESHEIM TOWER ★
33.2 142.9 344.8
AFLD OPS
49.0



HELICOPTER

58
VFR-2475 (USA)

ILLESHEIM AHP (ETIK)
ILLESHEIM, GERMANY

ILLESHEIM TOWER ★ 10° 22'
33.2 142.9 344.8
GND CON
138.725 356.875
AFLD OPS
49.0



HELICOPTER PROCEDURES

1. LOCATION OF REPORTING POINTS.

	MGRS	LAT	LONG
CRP ECHO (ROAD INTERSECTION)	32UPV09708470	N49°30'17.98"	E010°30'54.79"
CRP NOVEMBER (ROAD INTERSECTION)	32UNV97608910	N49°32'47.87"	E010°20'57.23"
CRP WHISKEY (OVERPASS)	32UNV89108110	N49°28'33.59"	E010°13'47.82"
CRP SIERRA (INTERSECTION OF TRAIN TRACKS AND B-13)	32UNV99407650	N49°25'58.92"	E010°22'15.38"
NCRP INTERSECTION (INTERSECTION OF B-13 AND B-470)	32UNV98308060	N49°28'12.30"	E010°21'24.44"
NCRP LAKE	32UNV97308740	N49°31'53.01"	E010°20'40.79"
NCRP TREES	32UNV97208180	N49°28'51.78"	E010°20'30.86"

2. SOUTH TRAFFIC ONLY. TRAFFIC PATTERN 1600' MSL, WHEN LANDING RWY 24 TURN BASE AT OR BEFORE HIGH TENSION WIRES .5 KM NE.

3. DO NOT OVERFLY THE TOWNS OF ILLESHEIM, BAD WINDSHEIM, URFERSHEIM, WESTHEIM, ICKELHEIM, ERGERSHEIM, BUCHHEIM, SCHWEBHEIM, OTTENHOFEN, MARKTBERGEL, SONTHEIM, OHRENBACH, HABELSEE, MOERLBACH, WIEBELSHEIM AND STORK BARRACKS HOUSING AREA.

4. PARKING AREAS FOR TRANSIENT AIRCRAFT ARE INDICATED BY "T" ON THE AIRFIELD SKETCH.

5. ARRIVAL/DEPARTURE VIA ECHO

A. INBOUND LDG 24 – AFTER PASSING CRP ECHO, CONTINUE DIRECT TO AIRFIELD HEADING 249 DEG, MAINTAINING GROUND TRACK WELL CLEAR TO THE NORTH OF ICKELHEIM. MAINTAIN 2200 MSL UNTIL PAST ICKELHEIM.

B. INBOUND LDG 06 – AFTER PASSING CRP ECHO, FLY HEADING 235 DEG TO MAINTAIN GROUND TRACK WELL CLEAR TO THE SOUTH OF ICKELHEIM. MAINTAIN 2200 MSL UNTIL PAST ICKELHEIM. AFTER PASSING ICKELHEIM, FLY HEADING 265 DEG MAINTAINING GROUND TRACK BETWEEN TOWNS OF URFERSHEIM AND WESTHEIM TO ENTER RIGHT DOWNWIND.

C. OUTBOUND DEP 24 – LEFT DOWNWIND DEPARTURE MAINTAINING GROUND TRACK HEADING 085 DEG TO FLY BETWEEN TOWNS OF URFERSHEIM AND WESTHEIM WHILE CLIMBING TO 2000 MSL PRIOR TO ABEAM ICKELHEIM, CONTINUE ON DOWNWIND GROUND TRACK THAT WILL CLEAR ICKELHEIM WELL TO THE SOUTH. AFTER PASSING ICKELHEIM, FLY HEADING 055 DEG TO CONTINUE DIRECT TO CRP ECHO.

D. OUTBOUND DEP 06 – FLY HEADING 069 DEG WHILE CLIMBING TO 2000 MSL PRIOR TO ABEAM ICKELHEIM. MAINTAIN GROUND TRACK THAT WILL CLEAR ICKELHEIM TO THE NORTH. AFTER PASSING ICKELHEIM, CONTINUE DIRECT TO CRP ECHO.

6. ARRIVAL DEPARTURE WHISKEY

A. INBOUND 06/24 – AFTER PASSING CRP WHISKEY, PROCEED DIRECT TO NCRP INTERSECTION. PASS ABEAM NCRP INTERSECTION TO THE SOUTHWEST. MAINTAIN 2200 MSL UNTIL PASSING NCRP INTERSECTION, THEN DIRECT TO RUNWAY 06 OR LEFT DOWNWIND TO LAND RUNWAY 24.

B. OUTBOUND 06/24 – DEPART TRAFFIC TO NCRP INTERSECTION WHILE CLIMBING TO 2000 MSL. PASS NCRP INTERSECTION TO THE NORTHEAST. AFTER PASSING NCRP INTERSECTION, PROCEED DIRECT TO CRP WHISKEY. MAINTAIN 2000 MSL UNTIL PASSING CRP WHISKEY.

(CONTINUED ON NEXT PAGE)

HELICOPTER

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VFR-2475 (USA)

ILLESHEIM AHP (ETIK)
ILLESHEIM, GERMANY

7. ARRIVALS/DEPARTURES VIA NOVEMBER

A. INBOUND 06/24 - AFTER PASSING CRP NOVEMBER, PROCEED DIRECT TO NON-CRP LAKE, THEN TO NON-CRP TREES, THEN TO NON-CRP INTERSECTION. PASS ABEAM NON-CRP INTERSECTION TO THE SOUTHWEST DIRECT TO RUNWAY 06 OR LEFT DOWNWIND TO RUNWAY 24. MAINTAIN 2200 MSL FROM CRP NOVEMBER UNTIL PASSING NON-CRP INTERSECTION.

B. OUTBOUND 06/24 - DEPART TRAFFIC TO VICINITY OF NON-CRP INTERSECTION WHILE CLIMBING TO 2000 MSL. PASS NON-CRP INTERSECTION TO THE NORTHEAST. AFTER PASSING NON-CRP INTERSECTION, PROCEED DIRECT TO NON-CRP TREES, THEN TO NON-CRP LAKE, THEN TO CRP NOVEMBER. MAINTAIN 2000 MSL UNTIL PASSING CRP NOVEMBER.

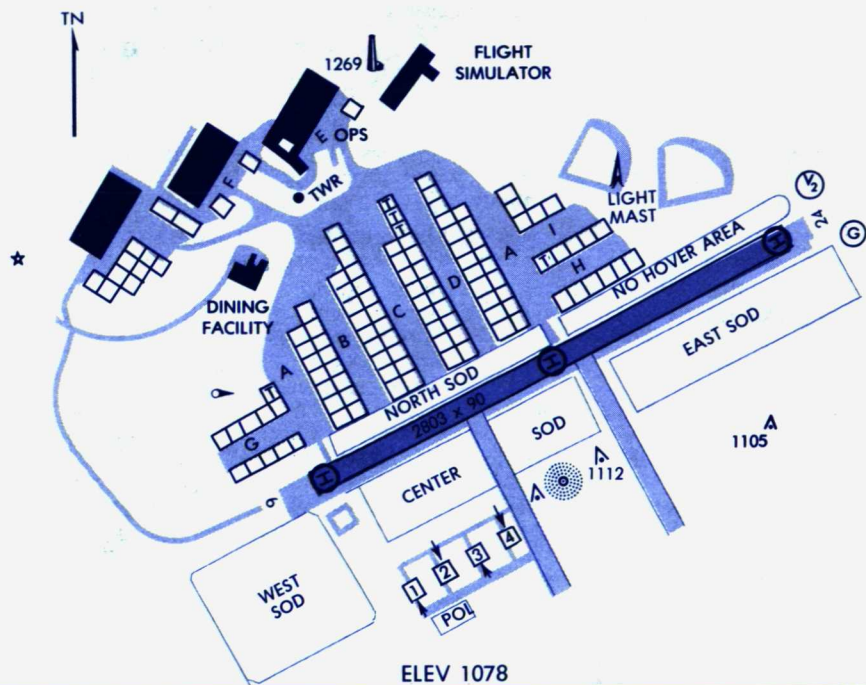
8. ARRIVAL/DEPARTURE VIA CRP SIERRA

A. INBOUND: AFTER PASSING CRP SIERRA, PROCEED DIRECT TO TRAFFIC PATTERN WHILE REMAINING CLEAR OF MARKTBERGEL. MAINTAIN 2200 MSL FROM CRP SIERRA UNTIL ESTABLISHED IN TRAFFIC PATTERN.

B. OUTBOUND: DEPART TRAFFIC DIRECT TO CRP SIERRA WHILE CLIMBING TO 2000 MSL. REMAIN CLEAR OF MARKTBERGEL.

9. FOR SPECIAL NOTES, SEE GENERAL DATA.

CAUTION: SMALL ARMS RANGE AT 32UPV008767.



HELICOPTER

49°28'N-10°23'E

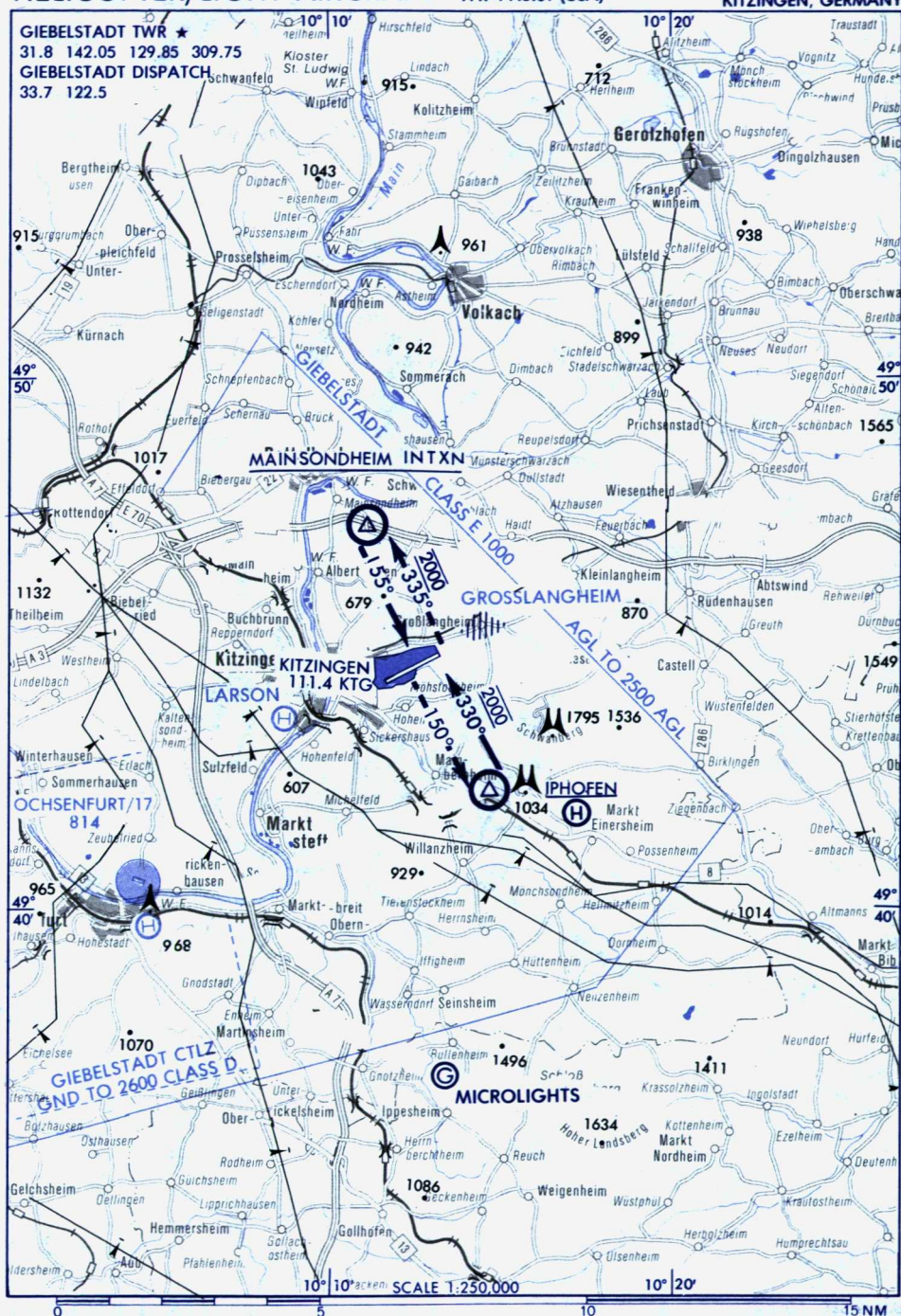
ILLESHEIM, GERMANY
ILLESHEIM AHP (ETIK)

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-1445.01 (USA)

KITZINGEN AAF (ETIN)
KITZINGEN, GERMANY



HELICOPTER/LIGHT AIRCRAFT

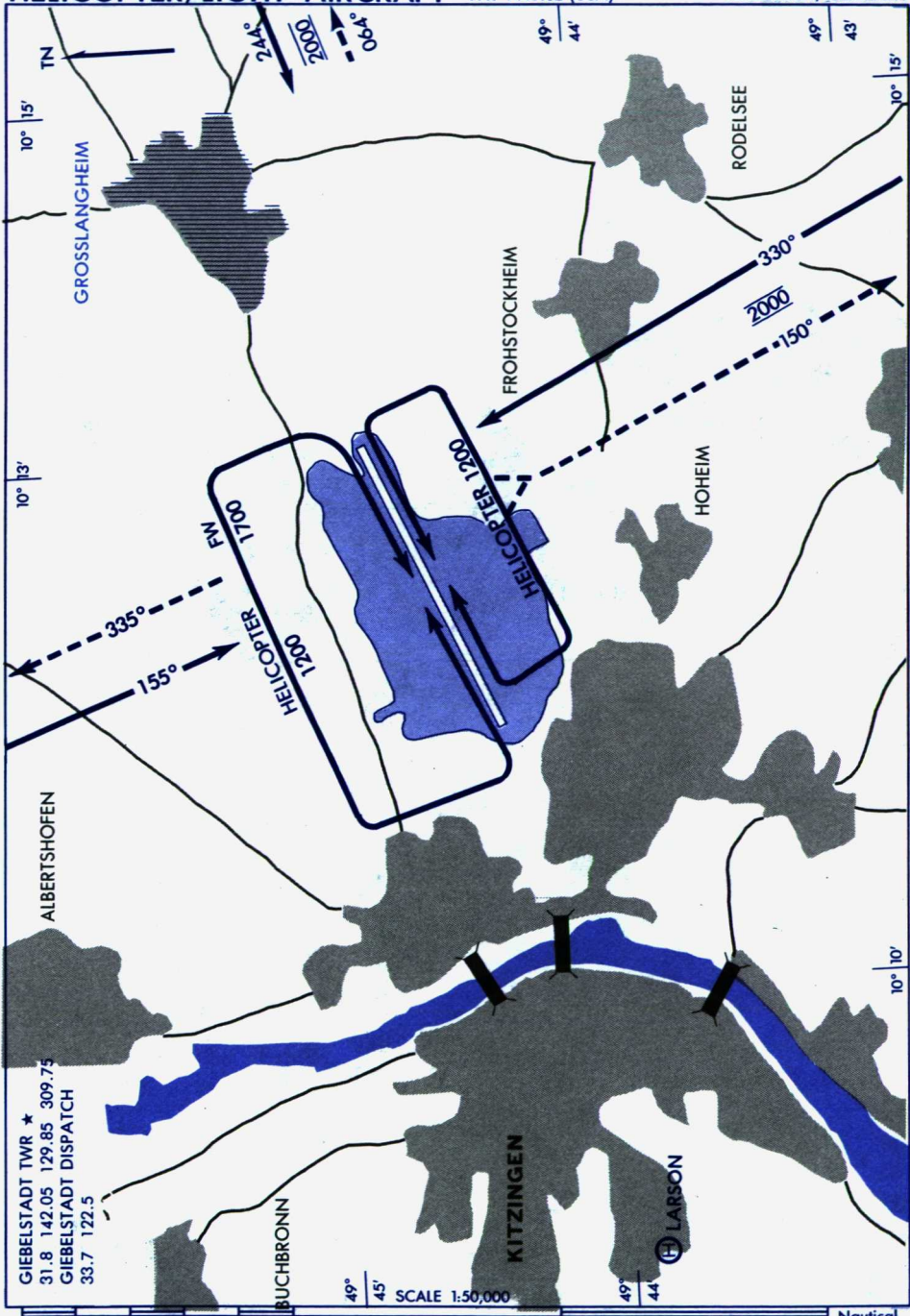
61

KITZINGEN, GERMANY
KITZINGEN AAF (ETIN)

HELICOPTER/LIGHT AIRCRAFT

VFR-1445.02 (USA)

KITZINGEN AAF (ETIN)
KITZINGEN, GERMANY



HELICOPTER/LIGHT AIRCRAFT

KITZINGEN, GERMANY
KITZINGEN AAF (ETIN)

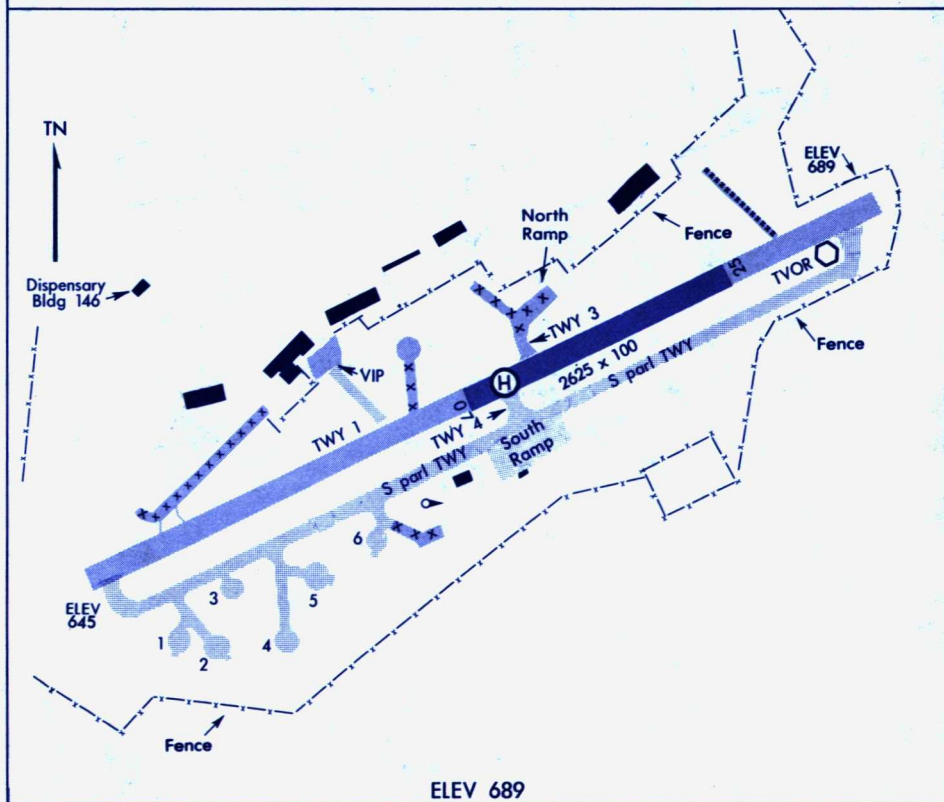
HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. ACFT CTC GIEBELSTADT TWR PRIOR TO LDG/TKOF.
2. DO NOT OVERFLY VILLAGE OF GROSSLANGHEIM IN 1 NM FINAL RWY 25. AVOID OVERFLIGHT OF BUILT-UP AREAS.
3. F/W USE N TFC PAT 1700' MSL; R/W USE N TFC PAT 1200' MSL, AND S TFC PAT 1200' MSL.
4. CH-47'S MAY USE F/W TFC PAT.
5. R/W APCH/DEP TO/FROM MIDFIELD, ABEAM TWY 4.

VFR REPORTING POINT LOCATIONS:

REPORTING POINT	MGRS	LOCATION LAT	LONG
IPHOFEN	NA 894 064	N49°42'12"	E010°14'33"
MAINSONDHEIM	NA 842 159	N49°47'29"	E010°10'39"

6. FOR SPECIAL NOTES, SEE GENERAL DATA.



ELEV 689

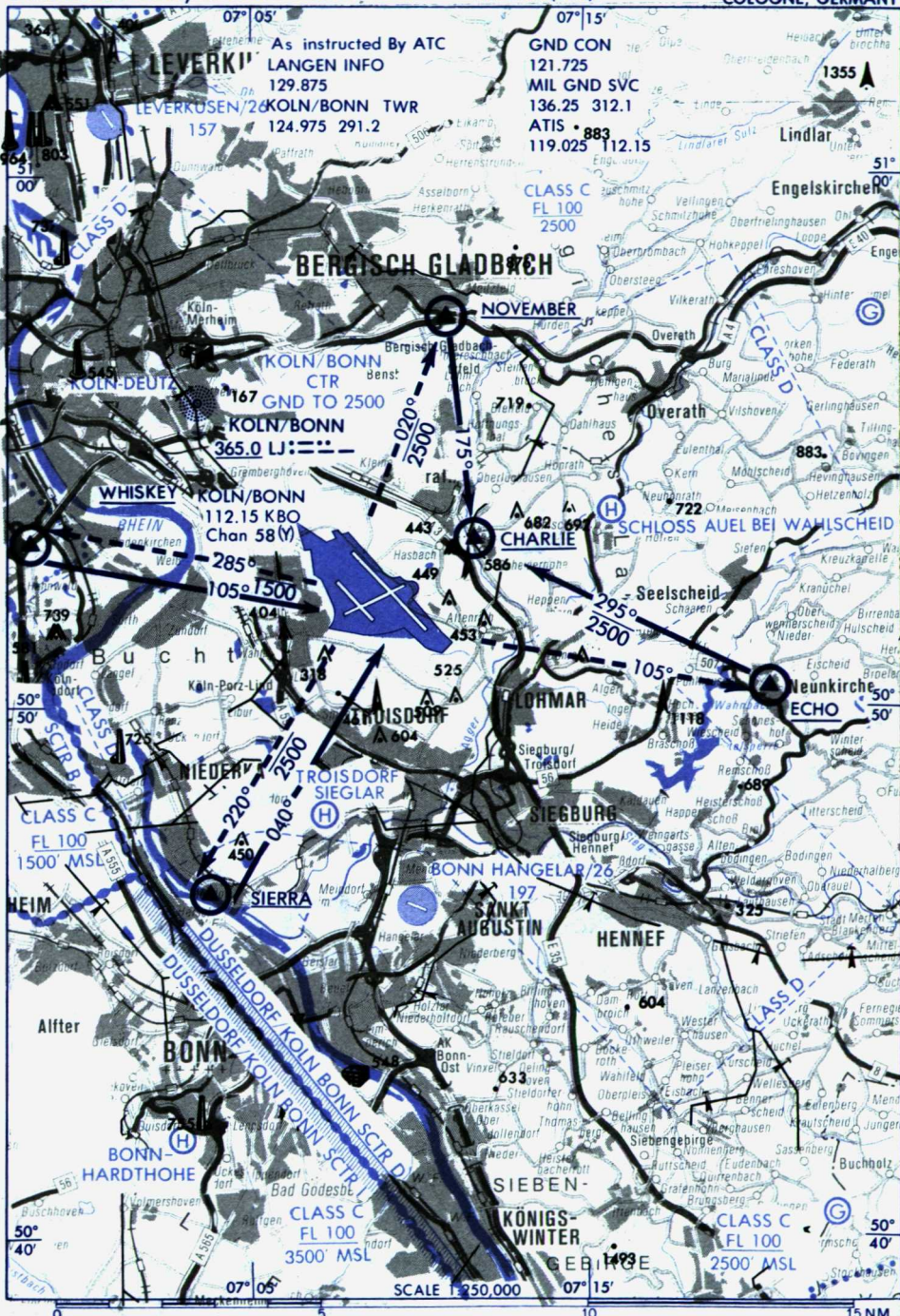
49°45'N-10°12'E

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

64
VFR-2033 (USA)

KOLN/BONN (EDDK)
COLOGNE, GERMANY

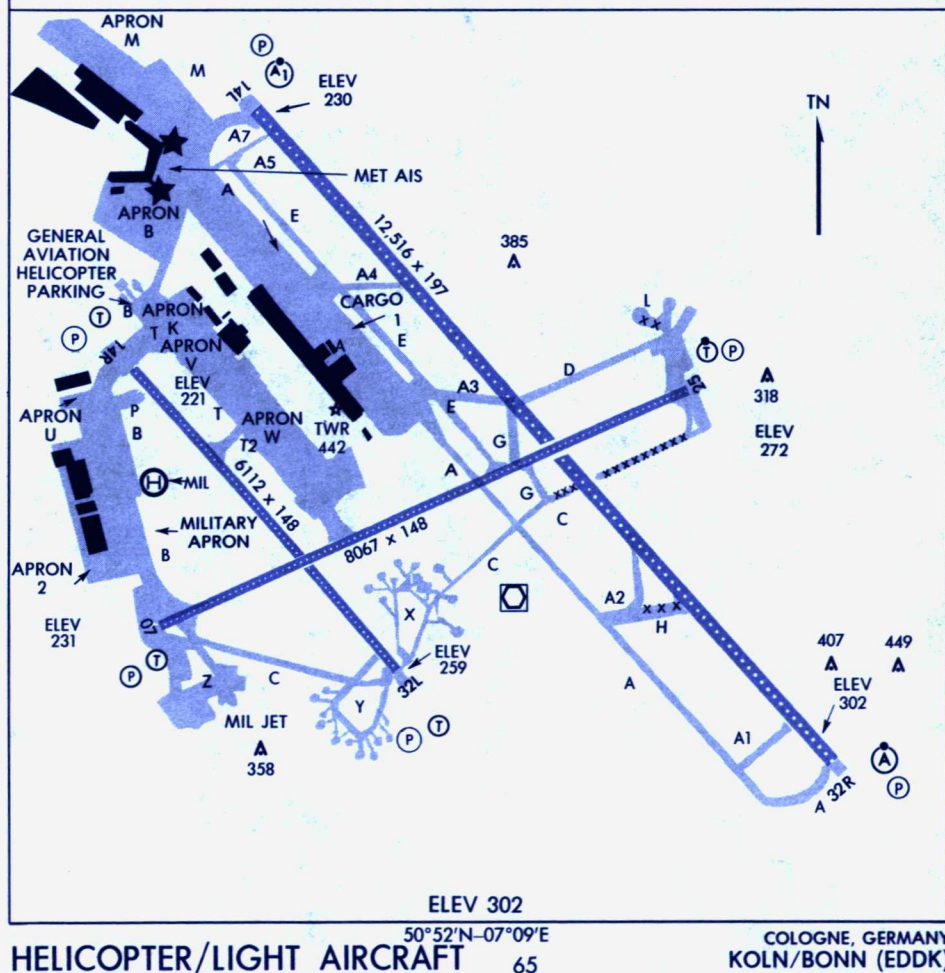


HELICOPTER/LIGHT AIRCRAFT

COLOGNE, GERMANY
KOLN/BONN (EDDK)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

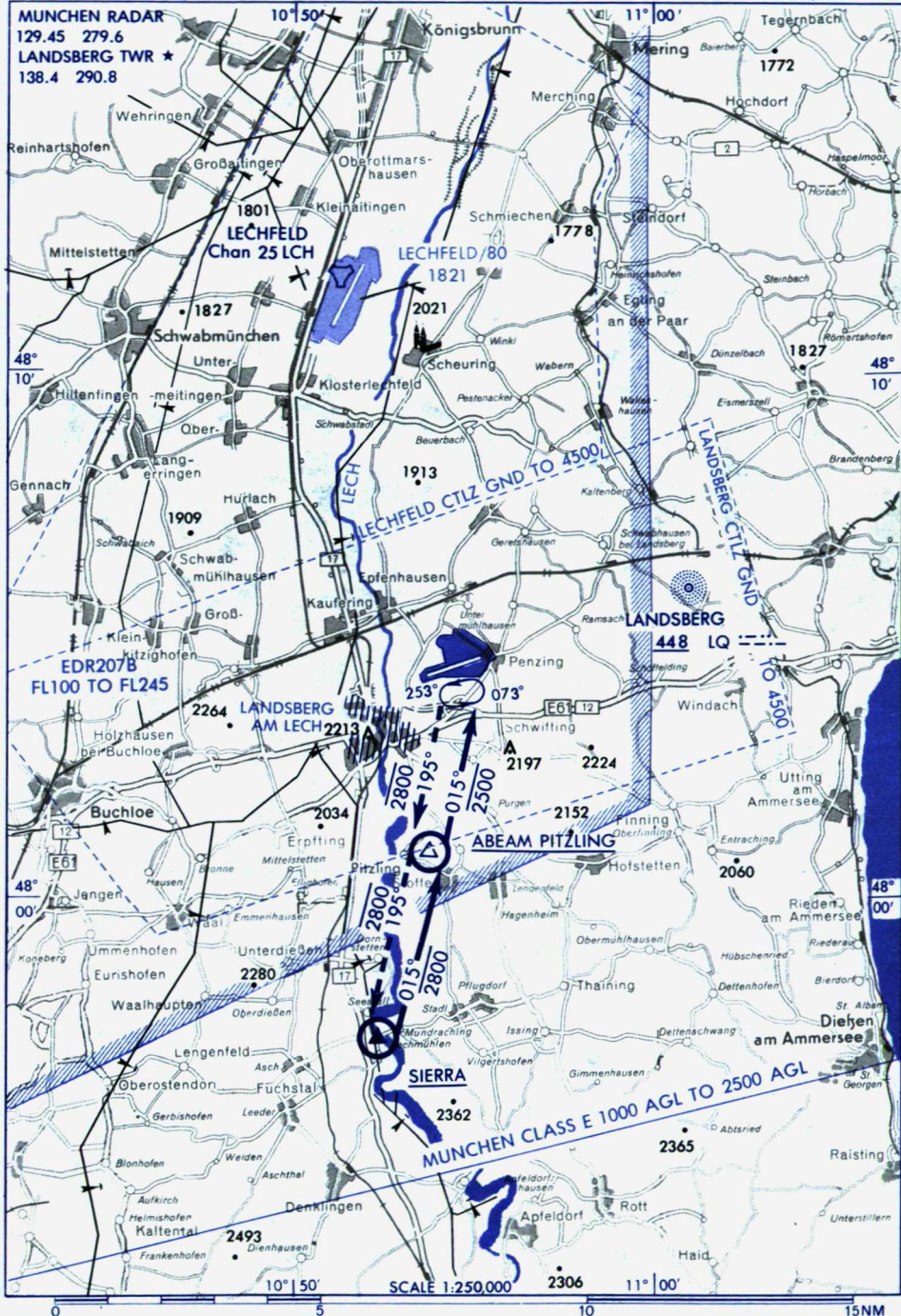
1. CONTACT WITH KOLN/BONN TWR SHALL BE ESTABLISHED AT LEAST 5 MINUTES PRIOR TO FIRST CRP.
2. AVOID OVERFLYING TOWNS AND OTHER DENSELY POPULATED AREAS.
3. MILITARY ACFT USING KOLN/BONN MILITARY SITE CONTACT KOLN/BONN MILITARY GROUND SERVICES ON FREQ 312.1 OR 136.25 15 MINUTES PRIOR TO LANDING. REPORT ATA AND ATD ON SAME FREQUENCY.
4. HELICOPTERS USING HOVER TAXI FOLLOW TWY CENTERLINES TO AVOID FOREIGN OBJECT DAMAGE.
5. POSSIBLE WAKE TURBULENCE.
6. YELLOW TAXIING GUIDE LINES ON THE MIL APRON ARE LIMITED TO HOMEBASED AIRCRAFT. OTHER AIRCRAFT ARE STRICTLY ADVISED TO FOLLOW THE FOLLOW-ME-CAR.
7. FOR SPECIAL NOTES, SEE GENERAL DATA.



HELICOPTER/LIGHT AIRCRAFT

VFR-2690 (USA)

LANDSBERG/LECH (ETSA)
LANDSBERG, GERMANY



NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

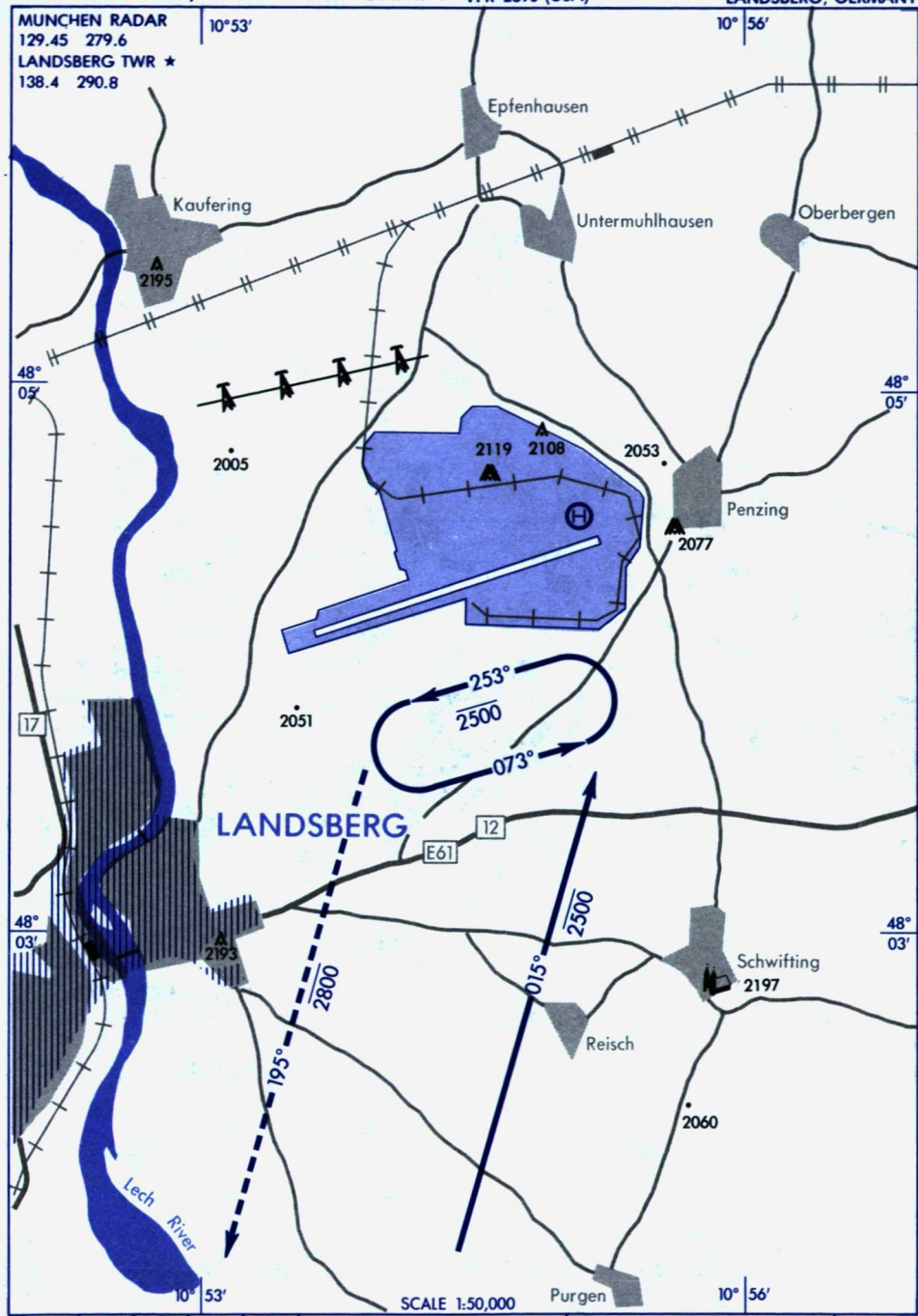
VFR-2690 (USA)

LANDSBERG/LECH (ETSA)
LANDSBERG, GERMANY

MUNCHEN RADAR
129.45 279.6
LANDSBERG TWR ★
138.4 290.8

10° 53'

10° 56'



SCALE 1:50,000

3 Nautical
Miles

HELICOPTER/LIGHT AIRCRAFT

LANDSBERG, GERMANY
LANDSBERG/LECH (ETSA)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

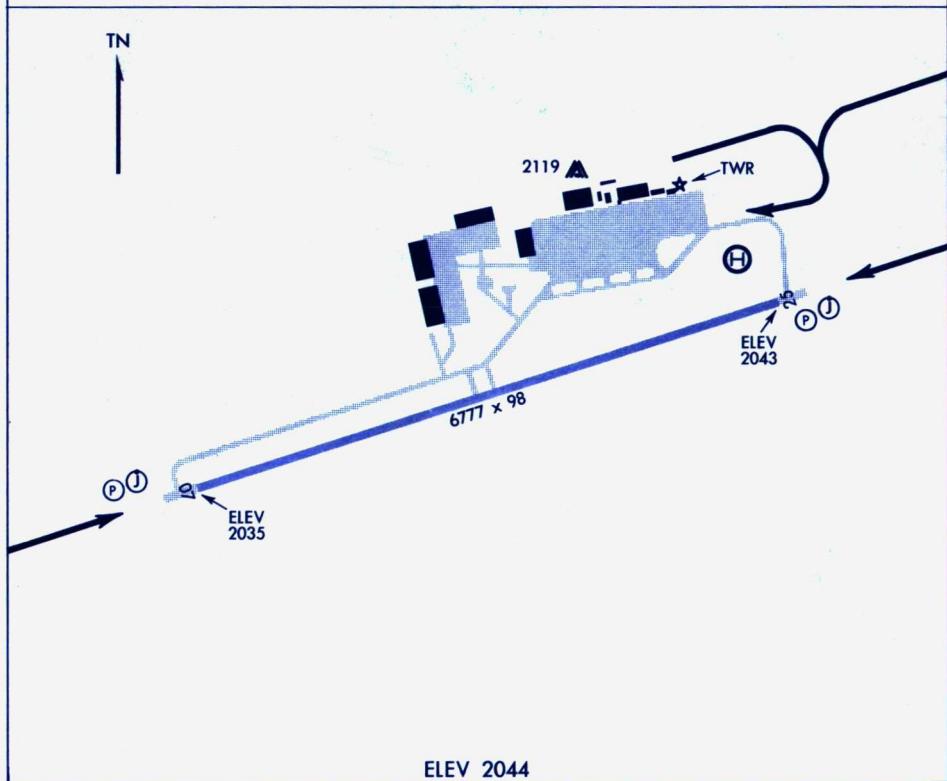
1. JET PATTERN SOUTH OF RUNWAY.

CAUTION: GLIDER FLYING ON WEEKENDS AND HOLIDAYS TO 5000' MSL
WITHIN 5 NM OF AIRFIELD.

2. AVOID OVERFLIGHT OF TOWN OF LANDSBERG.

3. ALL PILOTS CONTACT WING-OPS ON FREQUENCY 142.85 MHz 20 MINUTES
PRIOR TO LANDING.

4. FOR SPECIAL NOTES, SEE GENERAL DATA.



LAUPHEIM (ETHL)
LAUPHEIM, GERMANY

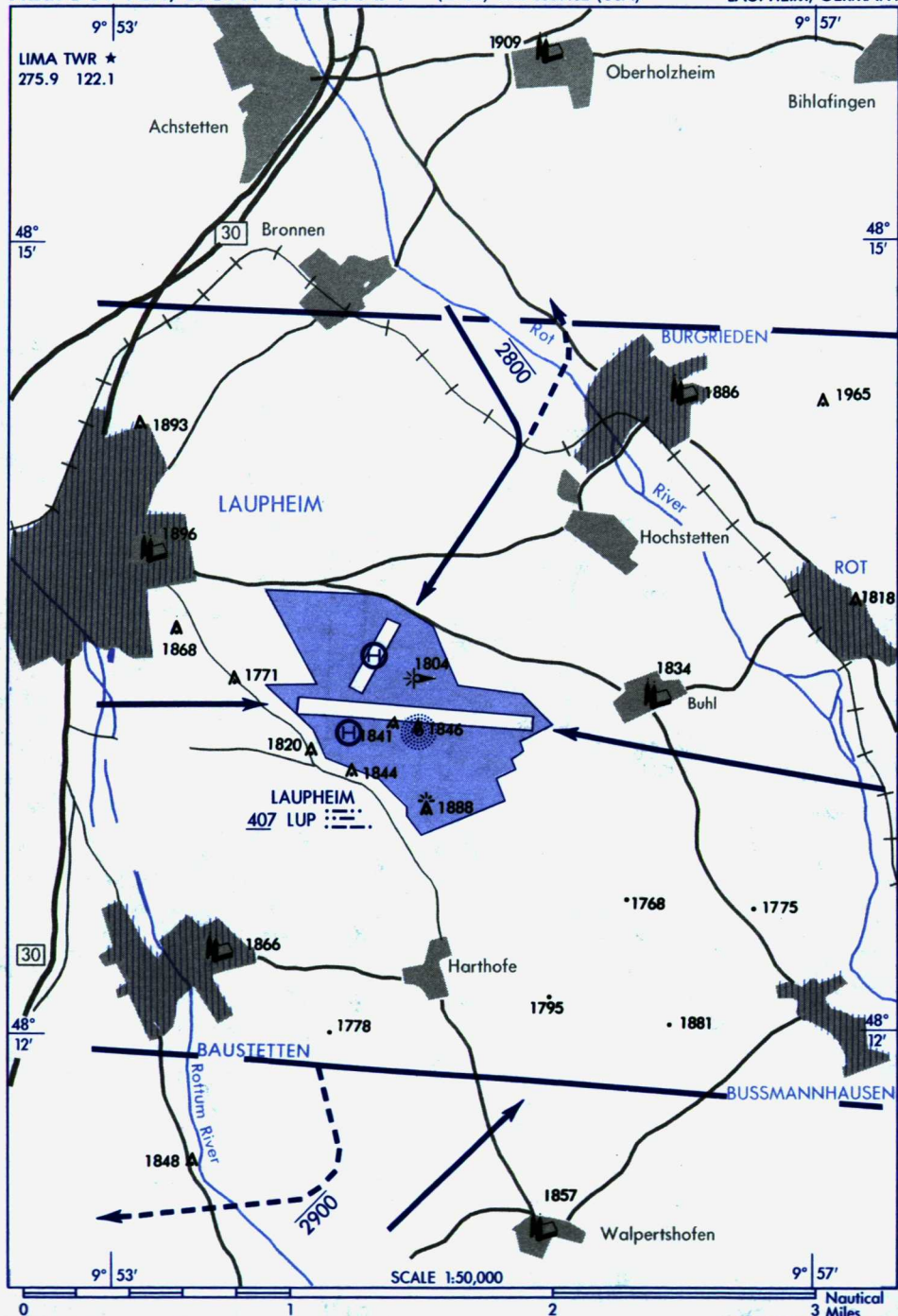


NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

70
(GAM) VFR-3389.02 (USA)

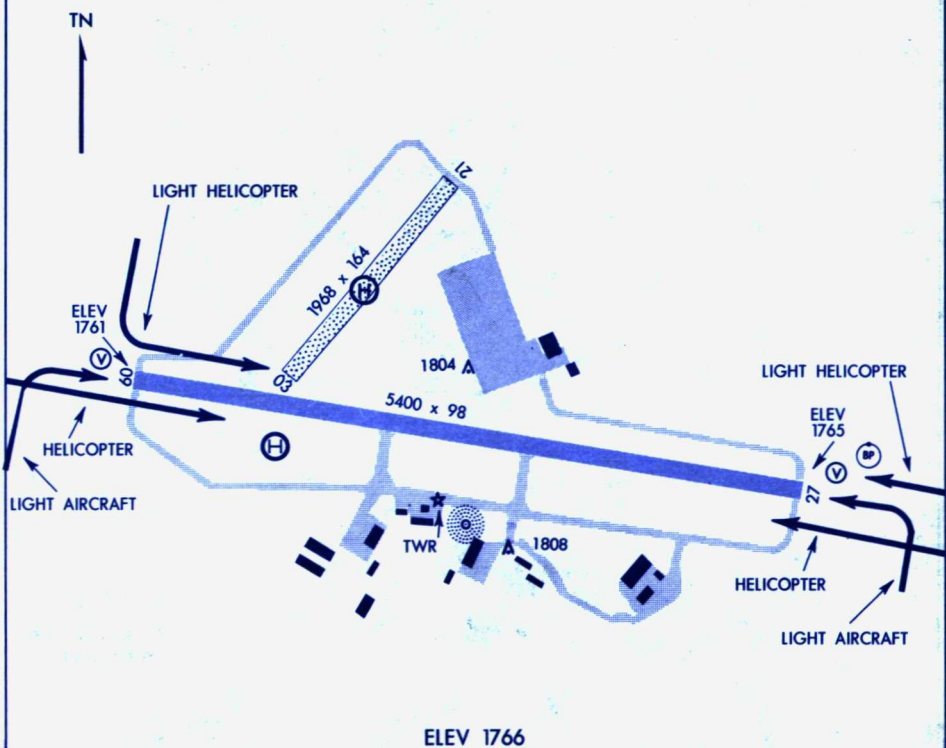
LAUPHEIM (ETHL)
LAUPHEIM, GERMANY



HELICOPTER/LIGHT AIRCRAFT

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. DO NOT OVERFLY HOSPITAL OR TOWNS OF LAUPHEIM, BURGRIEDEN, ROT, BUSSMANNHAUSEN, BAUSTETTEN AND BALTRINGEN.
2. NORTH PATTERN ALT FOR F/W ACFT AND R/W ACFT WEIGHING 4400 LBS OR MORE, 2800'.
3. SOUTH PATTERN ALT FOR F/W ACFT IS 2900'. R/W ACFT WEIGHING LESS THAN 4400 LBS, 2400'.
4. R/W LANDING AREA FOR VFR FLIGHTS OUTSIDE OPERATING HOURS ON RWY BETWEEN MIDDLE AND WEST INTERSECTIONS.
5. FOR SPECIAL NOTES, SEE GENERAL DATA.



48°13'N-09°54'E

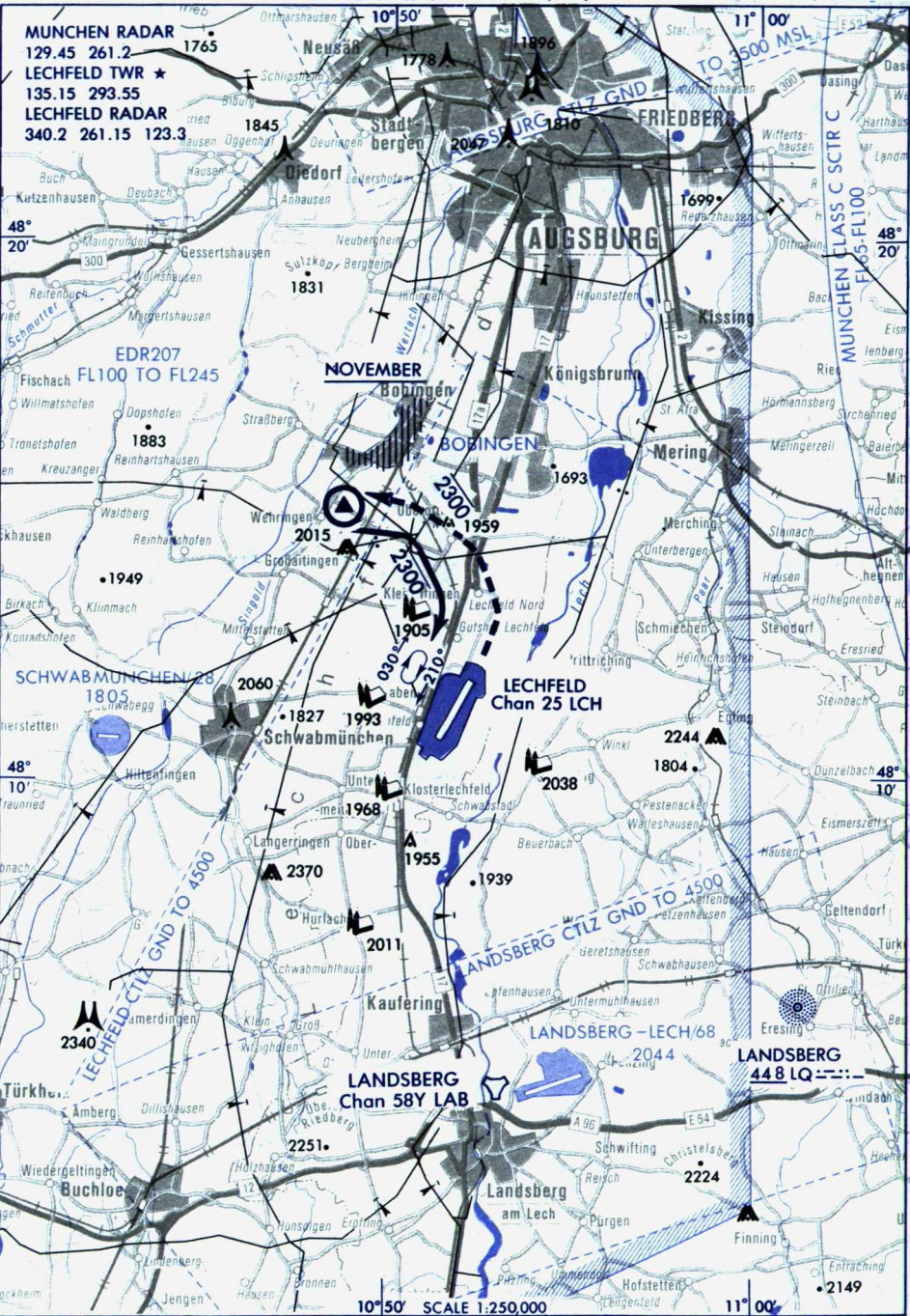
71

HELICOPTER/LIGHT AIRCRAFT

VFR-1446 (USA)

72

LECHFELD (ETSL)
LECHFELD, GERMANY



HELICOPTER/LIGHT AIRCRAFT

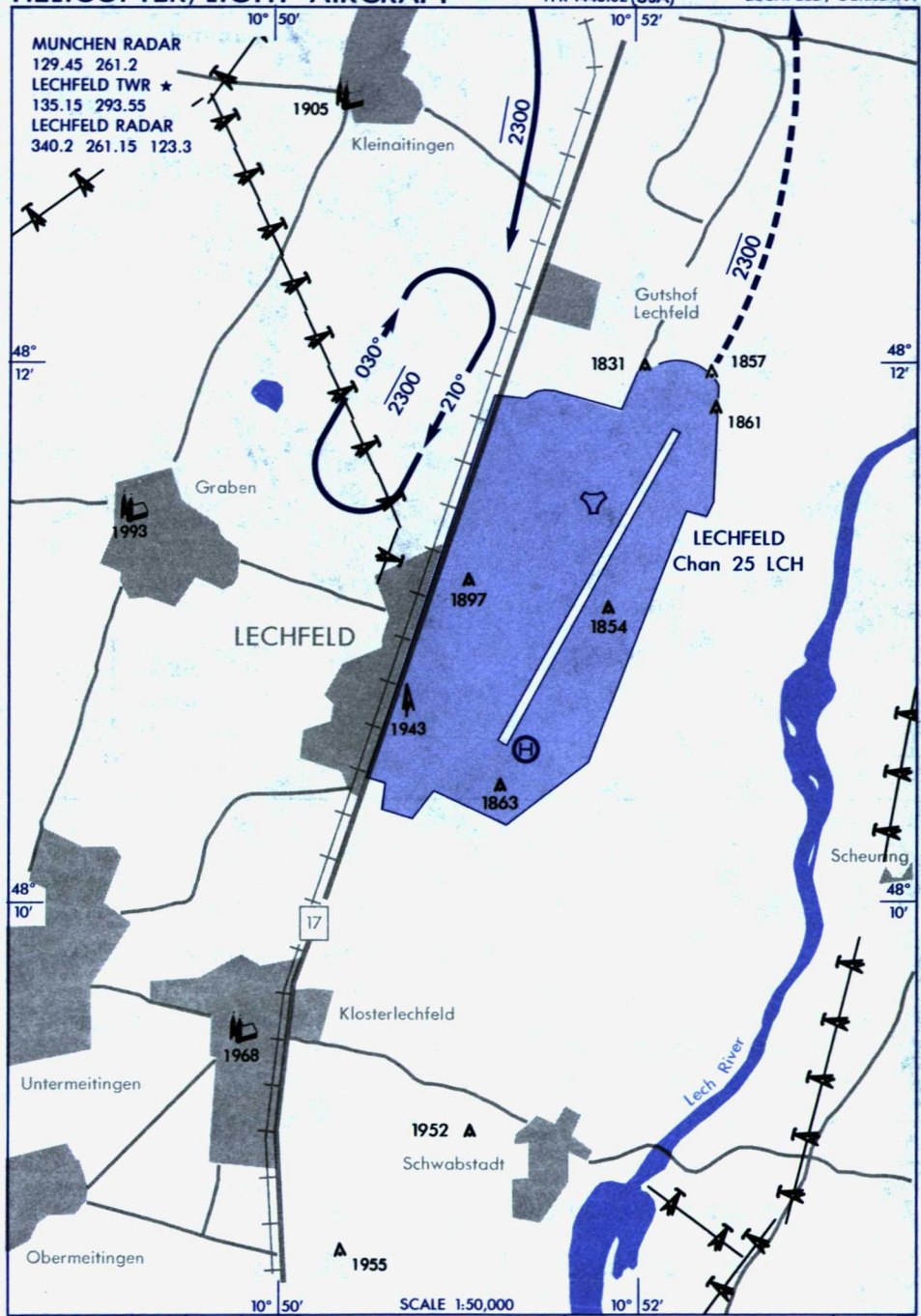
LECHFELD, GERMANY
LECHFELD (ETSL)

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-1446.02 (USA)

LECHFELD (ETSL)
LECHFELD, GERMANY



HELICOPTER/LIGHT AIRCRAFT

LECHFELD, GERMANY
LECHFELD (ETSL)

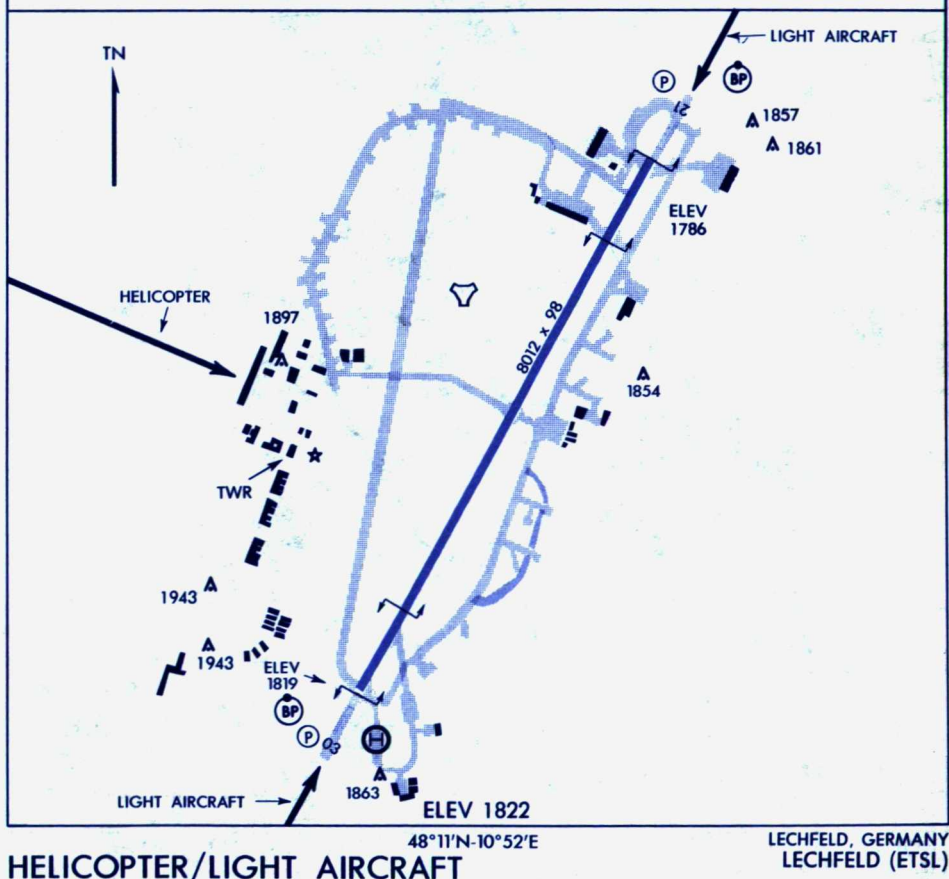
HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. ARRIVING AIRCRAFT SHALL ESTABLISH RADIO CONTACT PRIOR TO REACHING CRP NOVEMBER.

2. JET PATTERN EAST OF RUNWAY.

CAUTION: GLIDER FLYING ON WEEKENDS AND HOLIDAYS TO 5000' MSL, WITHIN 5 NM OF AIRFIELD.

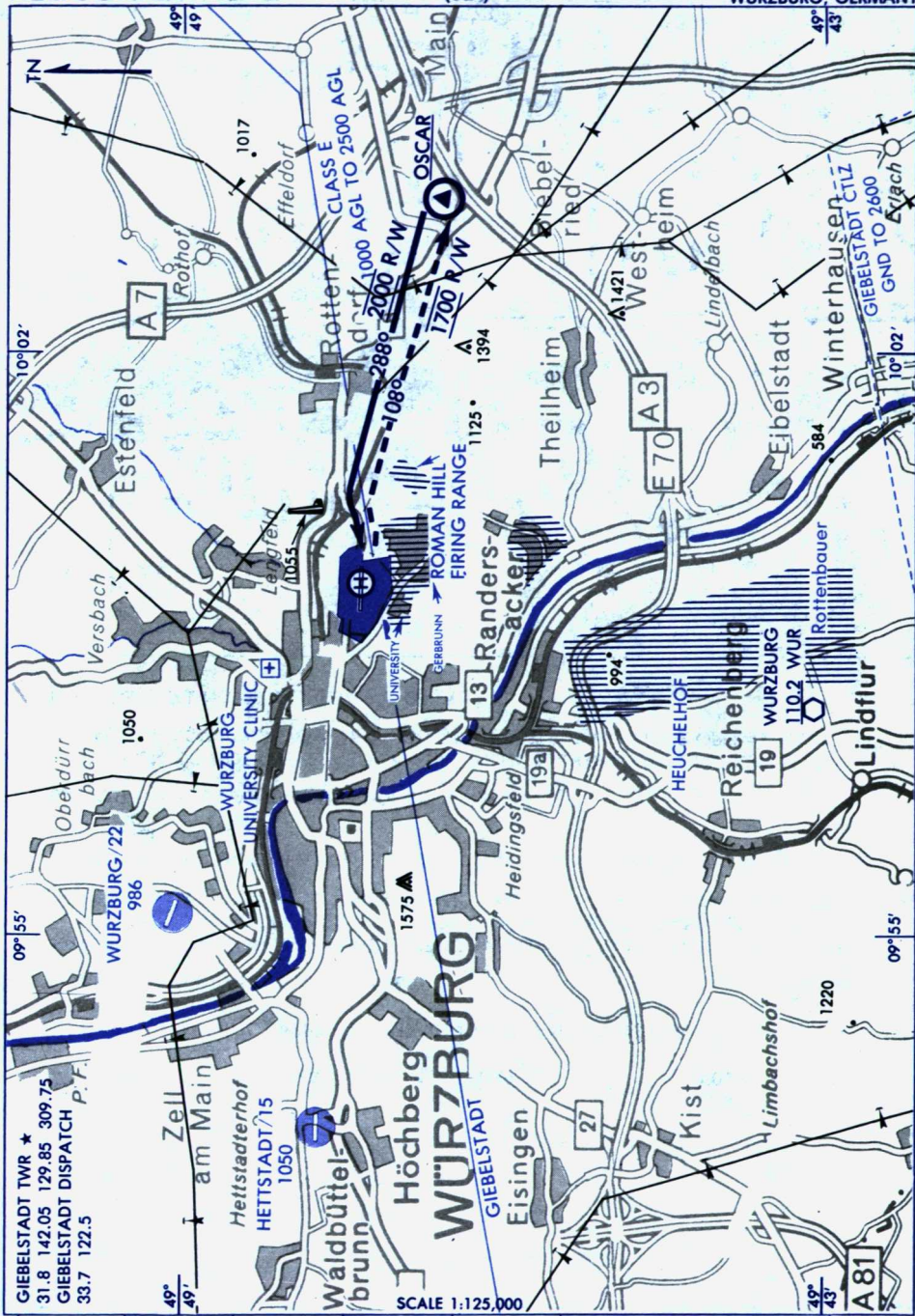
3. FOR SPECIAL NOTES, SEE GENERAL DATA.



NOT FOR FLIGHT USE

HELICOPTER

LEIGHTON BARRACKS AHP (ETOY)
WURZBURG, GERMANY



HELICOPTER

75

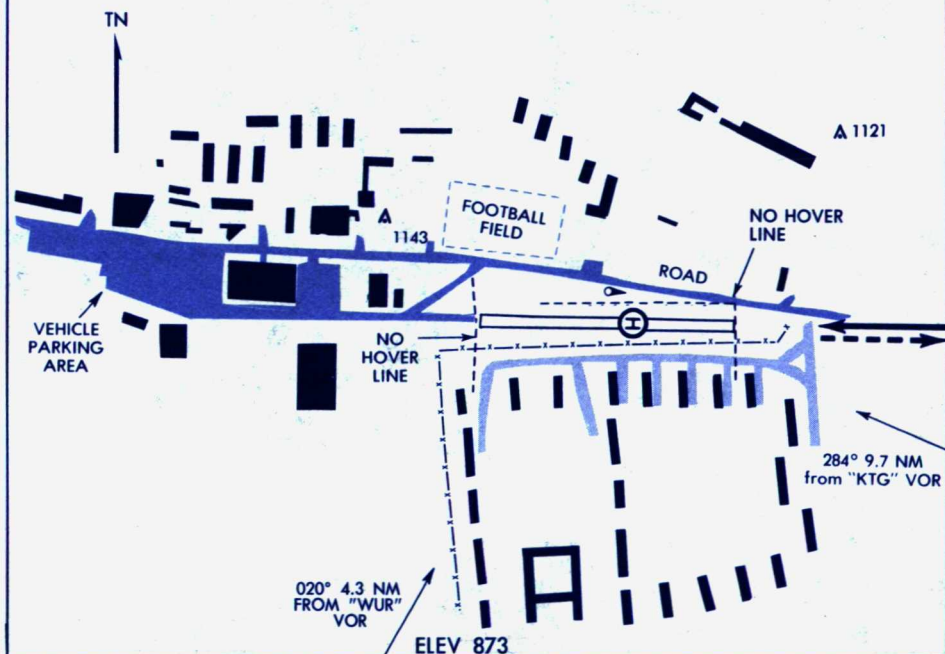
WURZBURG, GERMANY
LEIGHTON BARRACKS AHP (ETOY)

1. ARRIVAL AND DEPARTURE WILL BE VIA CRP OSCAR.

VFR REPORTING POINT LOCATIONS:

REPORTING POINT	MGRS	LOCATION LAT	LONG
OSCAR	NA 770 143	N49°46'34"	E010°04'10"

2. WINDS PERMITTING, APPROACH HEADING 270° AND DEPART 090°.
3. AVOID OVERFLYING BUILT-UP AREAS.
4. FLIGHTS ARE PROHIBITED OVER THE CITY OF WURZBURG, RANDERSACKER, GERBRUNN AND THE "HIGH RISE" COMPLEX OF HEUCHELHOF SOUTH OF THE EAST-WEST AUTOBAHN A3 BELOW 2000' AGL BY JET AIRCRAFT AND 1000' AGL BY PROP AIRCRAFT HELICOPTERS.
5. MEDICAL EVACUATION AIRCRAFT CONTACT WURZBURG HOSPITAL ON 30.75 FOR COORDINATION.
6. CAUTION-KITE FLYING SOUTH SIDE OF GERBRUNN.
7. CAUTION-DO NOT OVERFLY ROMAN HILL FIRING RANGE SOUTH OF OSCAR ROUTE, TIMES OF ACTIVITY AVAILABLE THROUGH GIEBELSTADT TOWER OR OPERATIONS.
8. FOR SPECIAL NOTES. SEE GENERAL DATA.





HELICOPTER ROUTE DESCRIPTION

HELICOPTER ROUTES IN THE LONDON CONTROL ZONE

NOTE:

1. HELICOPTER FLIGHTS ARE RESTRICTED TO THE LANES AND HEIGHTS SHOWN.
2. ALTIMETER SETTING FOR ALL ROUTES - HEATHROW QNH.
3. PILOTS ARE REQUIRED TO BE AT THE LOWER ALTITUDE ON ARRIVAL AT THE POINT AT WHICH THE LOWER ALTITUDE APPLIES.
4. PERMISSION IN WRITING FROM THE CIVIL AVIATION AUTHORITY IS REQUIRED FOR FLIGHT WITHIN THE SPECIFIED AREA BY SINGLE ENGINED HELICOPTERS.

ROUTE H2

IVER - WEST DRAYTON - AIRPORT SPUR.

MAXIMUM ALTITUDE

1000'.

REMARKS

UNLESS OTHERWISE CLEARED BY ATC, PILOTS ARE NOT TO FLY SOUTH OF THE M4 BETWEEN WEST DRAYTON AND AIRPORT SPUR.

ROUTE H3

BAGSHOT MAST - M3 MOTORWAY - THORPE - SUNBURY LOCK - TEDDINGTON - BARNES - WESTLAND HELIPORT.

MAXIMUM ALTITUDE

2000' (1000' M3 JUNCTION 3 TO THORPE) (800' THORPE TO MIDWAY BTN SUNBURY LOCK AND THE MIDDLE OF KNIGHT RESERVOIR) (1000' KNIGHT RESERVOIR TO WESTLAND HELIPORT).

REMARKS

WHEN HEATHROW RUNWAY 23 IS IN USE, THE H3 ROUTE FROM BAGSHOT MAST TO ITS INTERSECTION WITH H9 ROUTE (SUNBURY LOCK REPORTING POINT) WILL NOT BE AVAILABLE TO HELICOPTERS. H3 WILL NORMALLY BE CLOSED WHEN EASTERLY OPERATIONS TAKE PLACE AT HEATHROW ARPT.

ROUTE H4

ISLE OF DOGS - RIVER THAMES - LONDON BRIDGE - VAUXHALL BRIDGE - CHELSEA BRIDGE - WETLAND HELIPORT.

MAXIMUM ALTITUDE

2000' (1500' CHELSEA BRIDGE TO WESTLAND HELIPORT).

REMARKS

CAPTIVE PASSENGER CARRYING BALLONS UP TO 36 METERS IN DIAMETER OPERATE FROM SITES ADJACENT TO H4 AT TOWER BRIDGE AND VAUXHALL BRIDGE TO THE SOUTH AND AT HYDEPARK TO THE NORTH, BY DAY ONLY, TO A MAXIMUM HEIGHT OF 400 FT AGL. THERE ARE NO HOLDING POINTS ON H4 EAST OF WESTLAND HELIPORT. THE NEAREST HOLDING POINT IS AT GREENWICH MARSHES, OUTSIDE THE SPECIAL AREA.

ROUTE H5

NORTHWOOD - UXBRIDGE COMMON.

MAXIMUM ALTITUDE

2000' (1000' WHEN HEATHROW RUNWAY 23 IS IN USE).

REMARKS

PILOTS MAY BE REQUIRED TO COMMUNICATE WITH NORTHOLT APPROACH.

ROUTE H7

BANSTEAD - MORDEN - CAESAR'S CAMP - BARNES - RIVER THAMES - WESTLAND HELIPORT.

MAXIMUM ALTITUDE

2000' (1500' SUTTON/EPSON RAILWAY TO MORDEN) (1000' MORDEN TO WESTLAND HELIPORT).

(CONTINUED ON NEXT PAGE)

HELICOPTER

(USAF)

LONDON CONTROL ZONE
LONDON, ENGLAND

ROUTE H9

OXSHOTT WEST - ESHER COMMON OR OXSHOTT EAST - ARBROOK - ESHER COMMON THEN
SUNBURY LOCK - BEDFORD - SIPSON - AIRPORT SPUR - HAYES - GUTTERIDGE - NORTHWOOD.

MAXIMUM ALTITUDE

2000' (1500' A3 TRUNK ROAD TO LONDON/WOKING RAILWAY) (800' LONDON/WOKING
RAILWAY TO SIPSON) (1000' SIPSON TO HAYES) (' 1500' HAYES TO GUTTERIDGE) (*2000'
GUTTERIDGE TO NORTHWOOD).

*WHEN HEATHROW RUNWAY 23 IS IN USE MAXIMUM ALTITUDE WILL BE 1000'.

REMARKS

1. SINGLE-ENGINE HELICOPTERS PROHIBITED AT NIGHT BETWEEN HAYES TO GUTTERIDGE
2. BETWEEN NORTHWOOD AND AIRPORT SPUR, PILOTS MAY BE REQUIRED TO COMMUNICATE WITH NORTHOLT APPROACH.
3. VISUAL TRANSIT PROCEDURES FOR LONDON/HEATHROW (SEE DIRECTORY ENTRY).
4. HELICOPTERS WILL BE HELD AT BEDFORD DURING DAYLIGHT HOURS WHEN THE REPORTED WEATHER CONDITIONS ARE EQUAL TO OR BETTER THAN 6KM (3.2 NM) VISIBILITY AND 1000' LOWEST REPORTED CLOUD, AND WILL BE HELD AT FELTHAM AT ALL OTHER TIMES.
5. WARNING: RUNWAY 27 MISSED APPROACH PROCEDURE REQUIRES A LEFT TURN AT 1000' AGL. PILOTS HOLDING AT BEDFORD MUST REMAIN IN VISUAL CONTACT WITH AIRCRAFT ON FINAL APPROACH TO RUNWAY 27L.

ROUTE H10

COOKHAM - IVER - UXBRIDGE COMMON - A40 (T) ROAD - GUTTERIDGE - PERIVALE - BRENT-
FORD - KEW BRIDGE - BARNES - WESTLAND HELIPORT.

MAXIMUM ALTITUDE

*1500' (*1500' COOKHAM TO GUTTERIDGE) (1200' GUTTERIDGE TO NORTH EDGE OF
GUNNERSBURY PARK) (750' NORTH EDGE OF GUNNERSBURY PARK TO CHISWICK BRIDGE)
(1000' CHISWICK BRIDGE TO WESTLAND HELIPORT).

*MAXIMUM ALTITUDE 1000' IVER TO GUTTERIDGE WHEN HEATHROW RUNWAY 23 IS IN USE.

REMARKS

1. SINGLE-ENGINE HELICOPTERS PROHIBITED AT NIGHT BETWEEN GUTTERIDGE AND KEW BRIDGE.
2. BETWEEN IVER AND PERIVALE, PILOTS MAY BE REQUIRED TO COMMUNICATE WITH NORTHOLT APPROACH.
3. WHEN HEATHROW RUNWAY 23 IS IN USE GUTTERIDGE - KEW BRIDGE WILL NOT NORMALLY BE AVAILABLE.
4. DUE TO CONFLICT WITH DEPARTURE PROCEDURES, SEVERE DELAYS CAN BE EXPECTED BY HELICOPTERS REQUESTING H10 WHEN HEATHROW RUNWAYS 09 ARE IN USE.

GENERAL INFORMATION

1. THESE SPECIAL PROCEDURES ARE ADDITIONAL TO THE NORMAL RULES ETC. FOR THE OPERATION OF HELICOPTERS. NOTE, PARTICULARLY, THAT FLIGHTS BY SINGLE-ENGINE HELICOPTERS OVER THE CENTRAL LONDON AREA, SHOWN AS SPECIFIED AREA, ARE PROHIBITED, EXCEPT ALONG THE RIVER THAMES. ALL HELICOPTER FLYING IN THE LONDON CONTROL ZONE IS SUBJECT TO SPECIAL VFR CLEARANCE AND FLIGHTS IN THE ZONE ARE NOT TO BE OPERATED UNLESS HELICOPTERS CAN REMAIN IN A FLIGHT VISIBILITY OF AT LEAST 1 KM, EXCEPT WHEN CROSSING OVER, TAKING OFF FROM OR LANDING AT LONDON/HEATHROW, WHEN THE REPORTED VISIBILITY AT HEATHROW MUST BE AT LEAST 2 KM. HELICOPTERS MUST REMAIN CLEAR OF CLOUD AND IN SIGHT OF SURFACE. WHERE STANDARD OPERATING ALTITUDES ARE SPECIFIED IN ROUTE INSTRUCTIONS THESE ALTITUDES MUST BE MAINTAINED ACCURATELY IN ORDER TO ENSURE ADEQUATE TERRAIN CLEARANCE AND SEPARATION FROM FIXED WING TRAFFIC APPROACHING RUNWAY 27R AT LONDON/HEATHROW. WHERE A ROUTE IS DEFINED BY A LINE FEATURE, HELICOPTERS ARE EXPECTED TO COMPLY WITH THE RIGHT-HAND SIDE TRAFFIC RULE. WHEN FLYING ALONG THE RIVER THAMES, PILOTS SHOULD FLY OVER THAT PART OF THE RIVER BED LYING BETWEEN NORMAL HIGH WATER MARKS BUT SHOULD KEEP SUFFICIENTLY OVER THE RIGHT-HAND HALF OF THE RIVER TO ENSURE SEPARATION FROM ONCOMING TRAFFIC AND AT THE SAME TIME, WHENEVER WIDTH PERMITS, NOT SO NEAR THE BANKS AS TO BECOME A NUISANCE ON ACCOUNT OF NOISE. IN ORDER TO MINIMISE NOISE NUISANCE, PILOTS ARE NOT TO FLY IN FORMATIONS OF MORE THAN TWO UNITS, EXCEPT IN THE CASE OF OPERATIONAL NECESSITY, AND SHOULD MAINTAIN THE MAXIMUM ALTITUDE COMPATIBLE WITH THEIR ATC CLEARANCE AND WITH PREVAILING CLOUD CONDITIONS. WHENEVER POSSIBLE OVERFLYING OF SCHOOLS AND HOSPITALS SHOULD BE AVOIDED.

(CONTINUED ON NEXT PAGE)

HELICOPTER

80
(USAF)LONDON CONTROL ZONE
LONDON, ENGLAND

AIR TRAFFIC CONTROL PROCEDURES

2. FLIGHTS IN THE CONTROL ZONE EAST OF WESTLAND HELIPORT. DURING THE HOURS OF OPERATION OF THAMES RADAR, THAMES RADAR WILL ISSUE THE SPECIAL VFR CLEARANCE AND EFFECT SEPARATION OF TRAFFIC BETWEEN THE HELIPORT AND THE ZONE BOUNDARY. AT OTHER TIMES, ATC CLEARANCE MUST BE OBTAINED FROM APPROACH CONTROL AT HEATHROW. PILOTS INTENDING TO ENTER THE LONDON CONTROL ZONE/LONDON CITY CTR ARE REQUESTED TO CONTACT ATC THREE MINUTES BEFORE REACHING THE ZONE BOUNDARIES.

3. FLIGHTS IN THE CONTROL ZONE WEST OF WESTLAND HELIPORT. ALL HELICOPTER FLIGHTS IN THE CONTROL ZONE WEST OF WESTLAND HELIPORT MUST OBTAIN A SPECIAL VFR CLEARANCE FROM APPROACH CONTROL AT HEATHROW. WHEN REQUESTING CLEARANCE PILOTS MUST, IN ADDITION TO SUPPLYING CALLSIGN AND ROUTE, ALSO STATE ETA AT ZONE ENTRY AND EXIT POINTS, BARNES, AND DESTINATION AIRPORT OR HELIPORT AS APPROPRIATE.

4. HOLDING. HELICOPTERS, PARTICULARLY THOSE USING HEATHROW OR THE ROUTES CLOSE TO IT, MAY BE REQUIRED TO HOLD AT ANY OF THE LOCATIONS ON THE ROUTES SHOWN IN THE DIAGRAM.

5. COMMUNICATIONS. HELICOPTERS USING WESTLAND HELIPORT OR THE ROUTE EAST OF IT MUST BE ABLE TO COMMUNICATE WITH THE HELIPORT (BATTERSEA TOWER). HELICOPTERS FLYING ALONG THE ROUTES WEST OF WESTLAND HELIPORT MUST BE ABLE TO COMMUNICATE WITH APPROACH CONTROL AT HEATHROW AND, IN THE CASE OF H9 AND H10 ALSO WITH APPROACH CONTROL AT NORTHOLT. HELICOPTERS USING HEATHROW MUST ALSO BE ABLE TO COMMUNICATE WITH HEATHROW TOWER. COMPULSORY AND ON REQUEST REPORTING POINTS ARE SHOWN IN THE DIAGRAM.

FLIGHTS INTO HEATHROW AIRPORT AND LONDON/WESTLAND HELIPORT

LONDON/WESTLAND HELIPORT IS PRIVATELY OWNED AND PRIOR PERMISSION IS REQUESTED BEFORE USE.

6. FULL DETAILS ARE GIVEN UNDER RESPECTIVE DIRECTORY ENTRIES.

HEATHROW RADAR 119.9
NORTHOLT APP CON 126.45
THAMES RADAR 132.7

HEATHROW TWR 118.5
LONDON HELIPORT TWR 122.9

MAASTRICHT (EHBK)
MAASTRICHT, NETHERLANDS

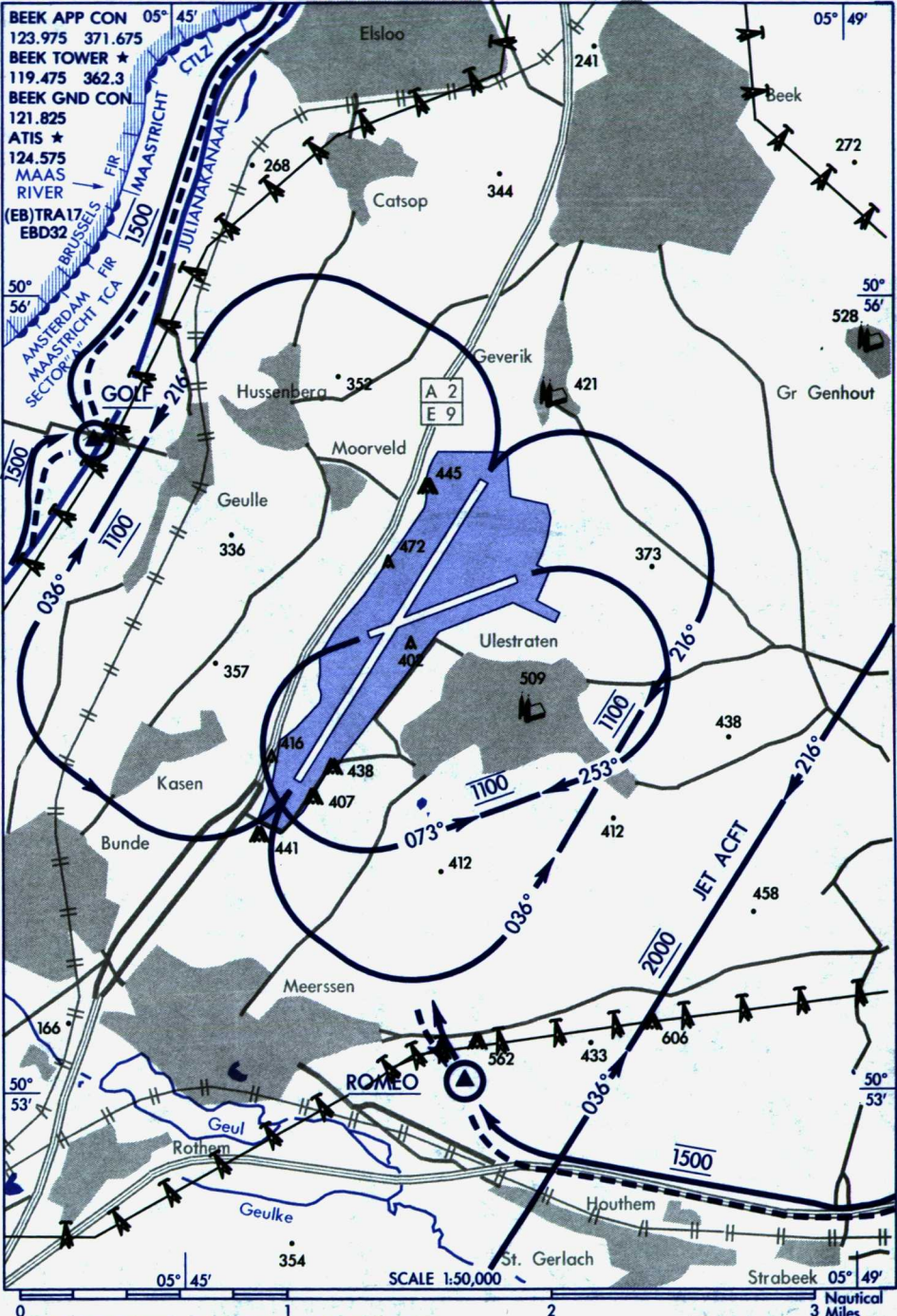


MAASTRICHT, NETHERLANDS
MAASTRICHT (EHRK)

HELICOPTER/LIGHT AIRCRAFT

VFR-3042.02 (USA)

MAASTRICHT (EHBK)
MAASTRICHT, NETHERLANDS



HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. INBOUND

A. ENTER CTLZ AT 1500' MSL AND MAINTAIN, PROCEED VIA AN INDICATED VFR ROUTE (BRAVO, MIKE, OR UNIFORM) UNLESS OTHERWISE INSTRUCTED.

B. IN CASE OF OVERSHOOT, CLIMB STRAIGHT AHEAD TO 1000' MSL AND INFORM ATC.

2. OUTBOUND-PILOTS SHALL LEAVE THE CTLZ VIA AN INDICATED VFR ROUTE AT 1500' MSL.

NOTE: OUTSIDE THE MAASTRICHT CTLZ, PILOTS SHOULD AVOID CROSSING THE FINAL APCH AREA OF RWY 22 AT OR NEAR 2500' MSL.

3. VFR TRAFFIC CIRCUITS

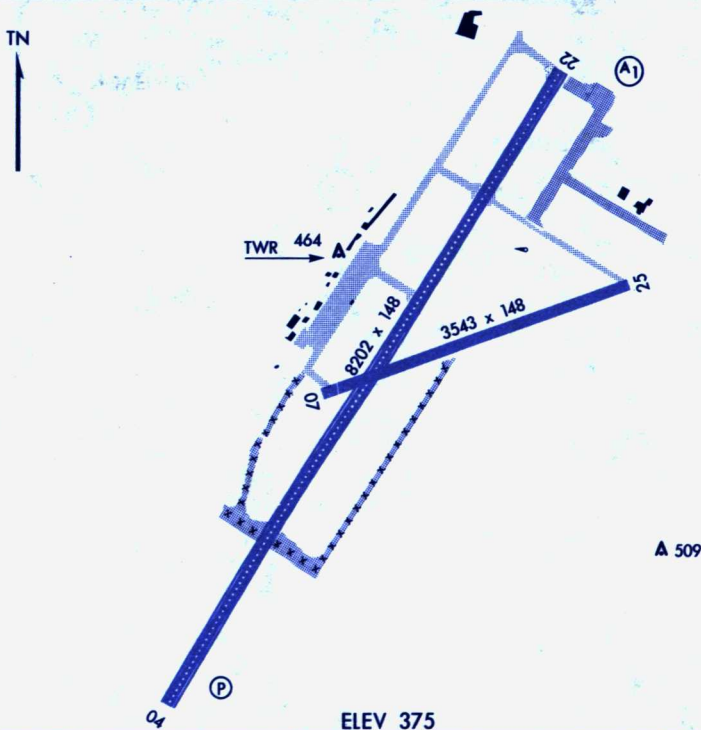
A. LIGHT AIRCRAFT-RUNWAY 04/22 AND 07/25 CIRCUIT DIRECTION AS INSTRUCTED BY TOWER. CIRCUIT ALTITUDE 1100' MSL.

B. JET ACFT/PROP ACFT WITH AN AUW OF 12,600 LBS AND OVER.

(1) RUNWAY 04-RIGHTHAND CIRCUIT AT 2000' MSL.

(2) RUNWAY 22-LEFTHAND CIRCUIT AT 2000' MSL.

4. FOR SPECIAL NOTES, SEE GENERAL DATA.



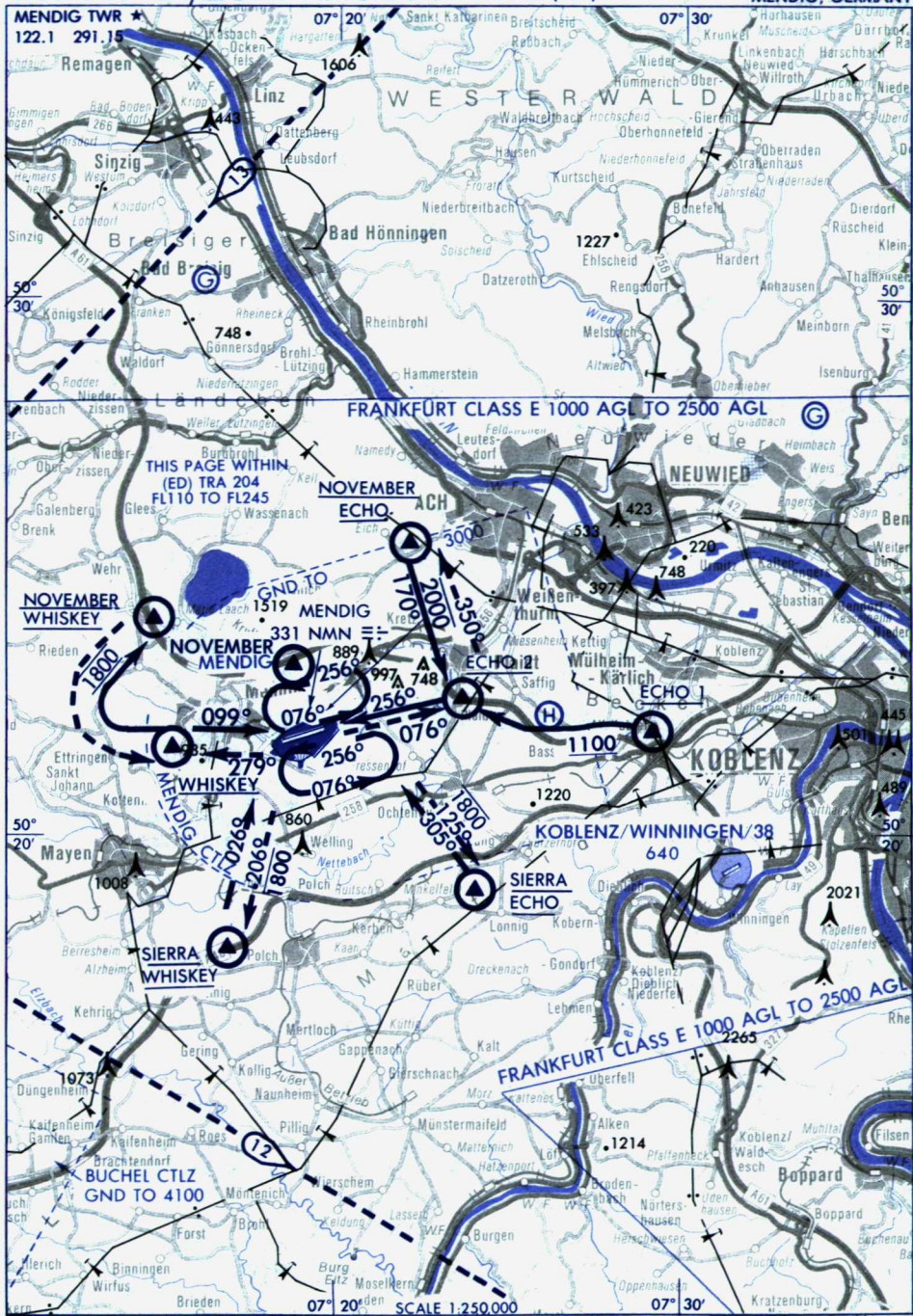
NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-3420 (USA)

84

MENDING (ETHM)
MENDING, GERMANY



HELICOPTER/LIGHT AIRCRAFT

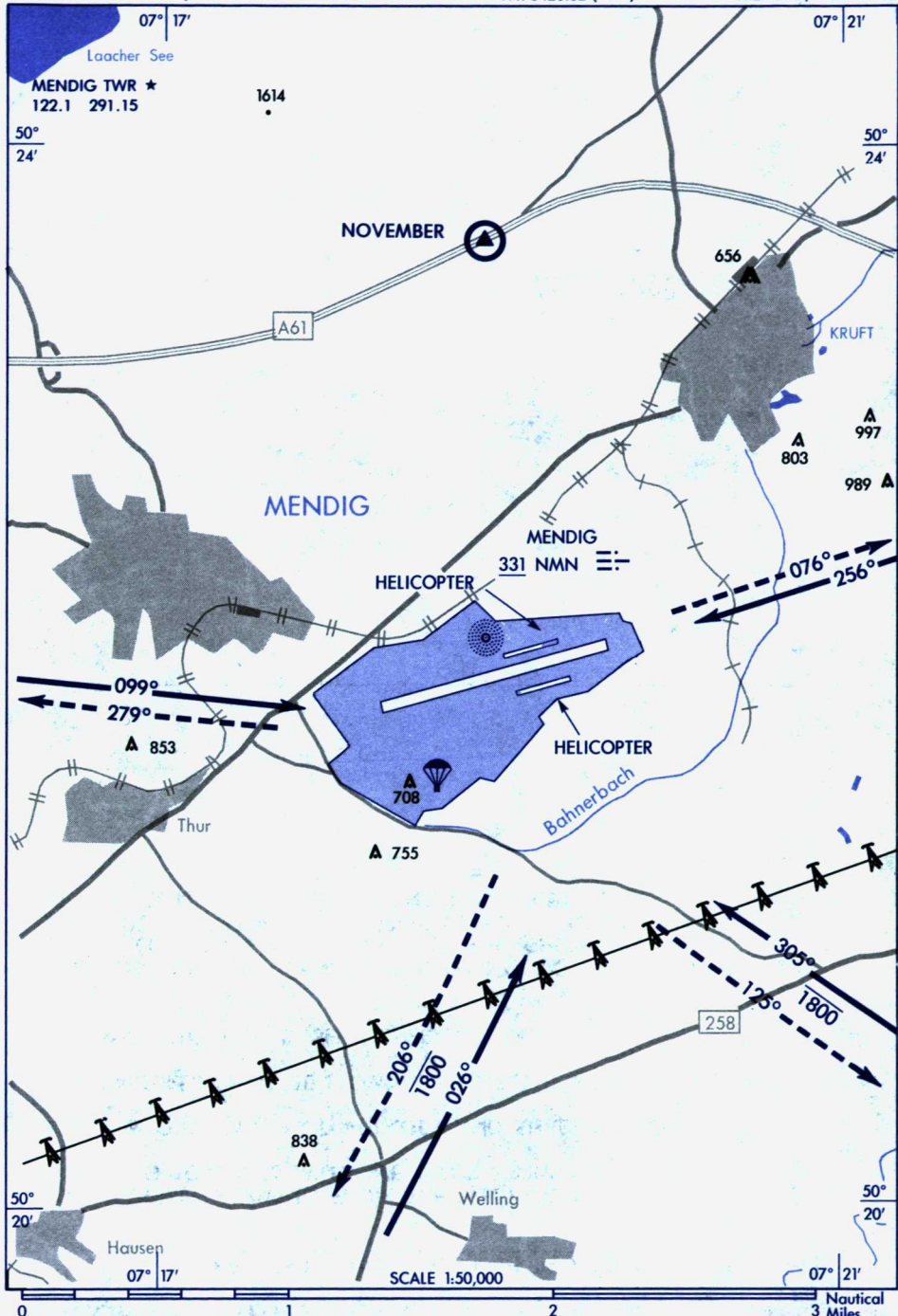
MENDING, GERMANY
MENDING (ETHM)

NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-3420.02 (USA)

MENDIG (ETHM)
MENDIG, GERMANY



HELICOPTER/LIGHT AIRCRAFT

85

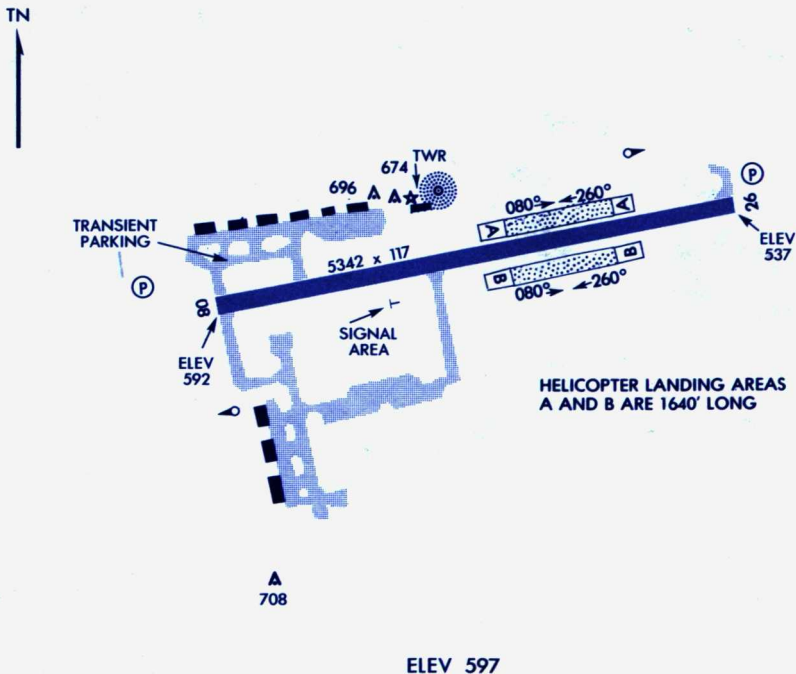
HELICOPTER/LIGHT AIRCRAFT

VFR-3420.03 (USA)

MENDIG (ETHM)
MENDIG, GERMANYHELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. HELICOPTERS ARRIVING FROM THE WEST CONTACT MENDIG TOWER 10 MILES WEST FOR ARRIVAL ROUTING.
2. AVOID OVERFLYING OF VILLAGES AND SHADED CIRCLE.
3. DEPARTURES SHALL BE FLOWN AS DIRECTED BY MENDIG TOWER.
4. FOR SPECIAL NOTES, SEE GENERAL DATA.

CAUTION: LIGHT ACFT AND GLIDER FLYING SAT, SUN AND HOL SR-SS UP TO 5000' MSL 5 NM RADIUS ARP. PARACHUTE JUMPING SAT 1100Z-SS, SUN AND HOL SR-SS UP TO FL 70 2 NM RADIUS OF ARP. CLUB FREQ SAT, SUN AND HOL 123.50.



ELEV 597

50°22'N-07°19'E

HELICOPTER/LIGHT AIRCRAFT

MENDIG, GERMANY
MENDIG (ETHM)

HELICOPTER/LIGHT AIRCRAFT

VFR-1783 (USA)

MUNCHEN (EDDM)
MUNCHEN, GERMANY



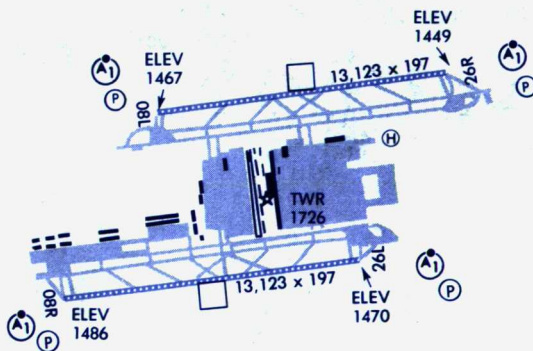
HELICOPTER/LIGHT AIRCRAFT

87

15 NM
MUNICH, GERMANY
MUNICH (EDDM)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. ON VFR APPROACHES RADIO CONTACT SHALL BE ESTABLISHED WITH MUNCHEN TWR AT LEAST 5 MINUTES PRIOR TO FOXTROTT 1.
2. CLEARANCES FOR VFR DEPARTURES VIA HOTEL MAINLY DEPEND ON TRAFFIC SITUATION AT ERDING MIL AIRPORT.
3. FOR SPECIAL NOTES, SEE GENERAL DATA.



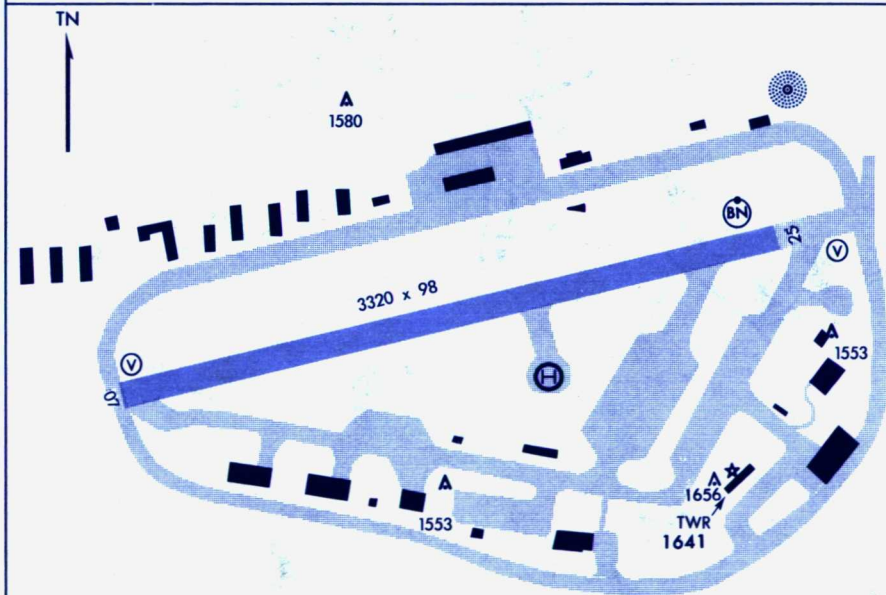
ELEV 1487

NIEDERSTETTEN (ETHN/EDEN)
NIEDERSTETTEN, GERMANY



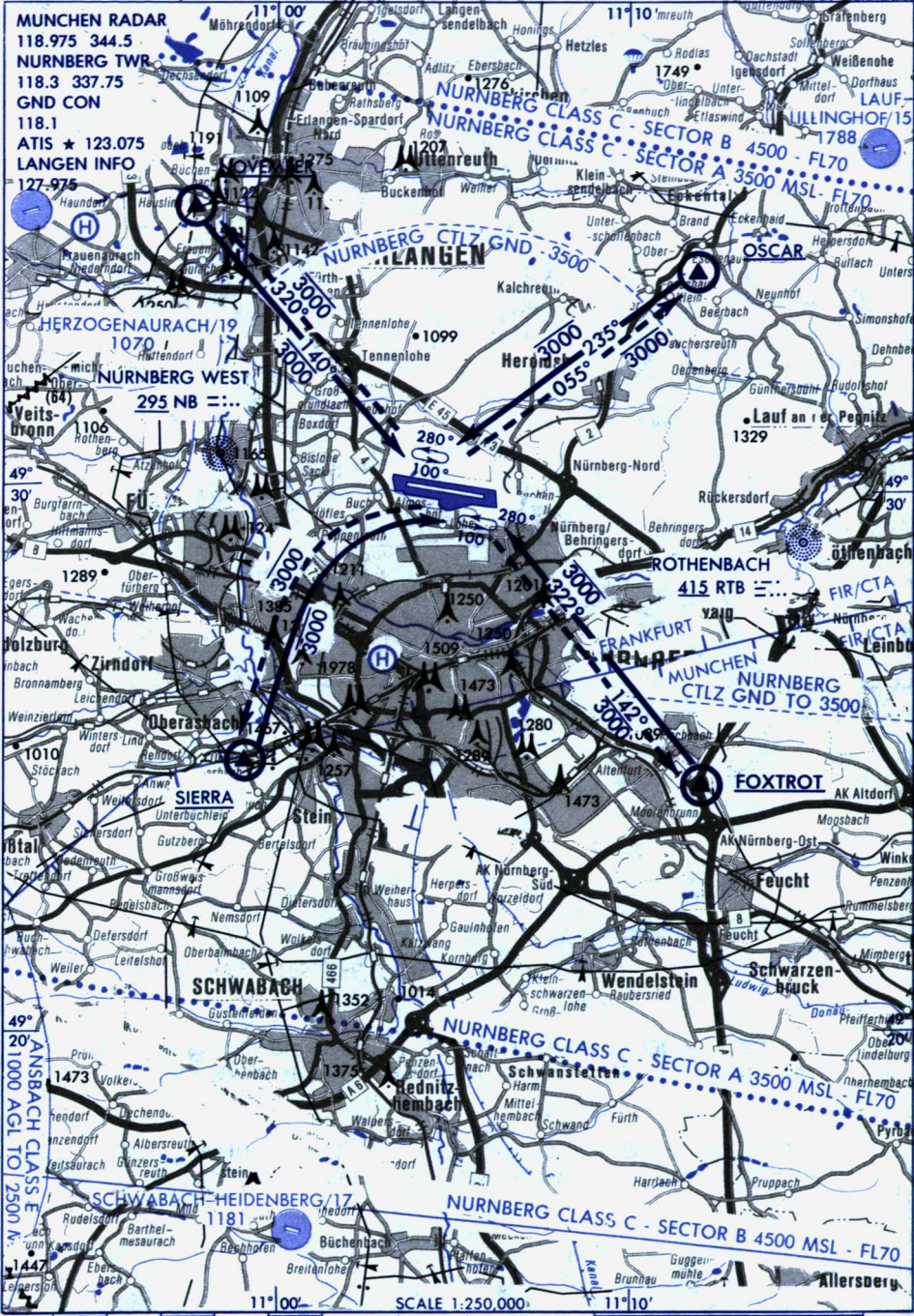
HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. AVOID OVERFLIGHT OF HATCHED AREAS UNLESS CLEARED BY TOWER OR AUTHORIZED BY MILITARY AUTHORITY.
2. ADDITIONALLY AVOID OVERFLIGHT OF TOWNS OF BAD MERGENTHEIM AND ROTENBURG OB DER TAUBER.
3. TRAFFIC PATTERN: MAX 2200' MSL.
4. FOR SPECIAL NOTES, SEE GENERAL DATA.
5. ARRIVING AIRCRAFT SHALL ESTABLISH RADIO CONTACT WITH STETTEN TWR 5 MIN. FROM CRP. OUTSIDE OF TWR OPR HR. CONTACT STETTEN INFO 119.775.



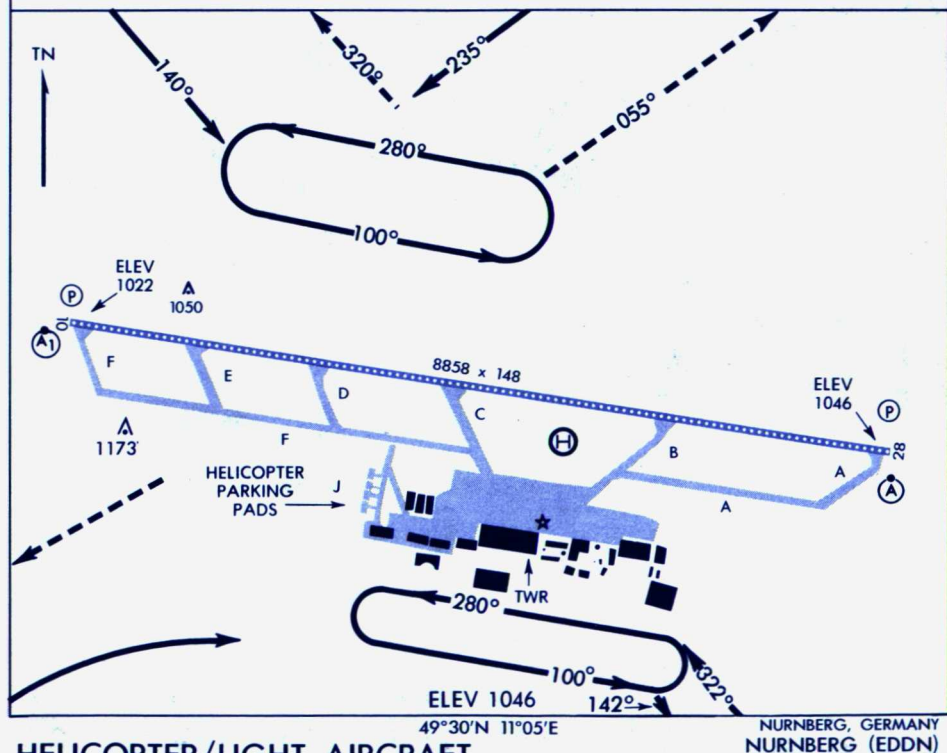
ELEV 1536

49°24'N-09°58'E



HELICOPTER/LIGHT AIRCRAFT

1. ALL ARRIVALS MUST ESTABLISH CONTACT WITH NURNBERG TOWER AT LEAST 5 MINUTES PRIOR TO THE COMPULSORY REPORTING POINTS (CRP).
2. ARRIVALS FROM THE SOUTH AND SOUTHEAST SHOULD AVOID ENTRY, OF THE SOUTHERN PORTION OF THE NURNBERG CONTROL ZONE (FEUCHT AREA).
3. FOR SPECIAL NOTES, SEE GENERAL DATA.



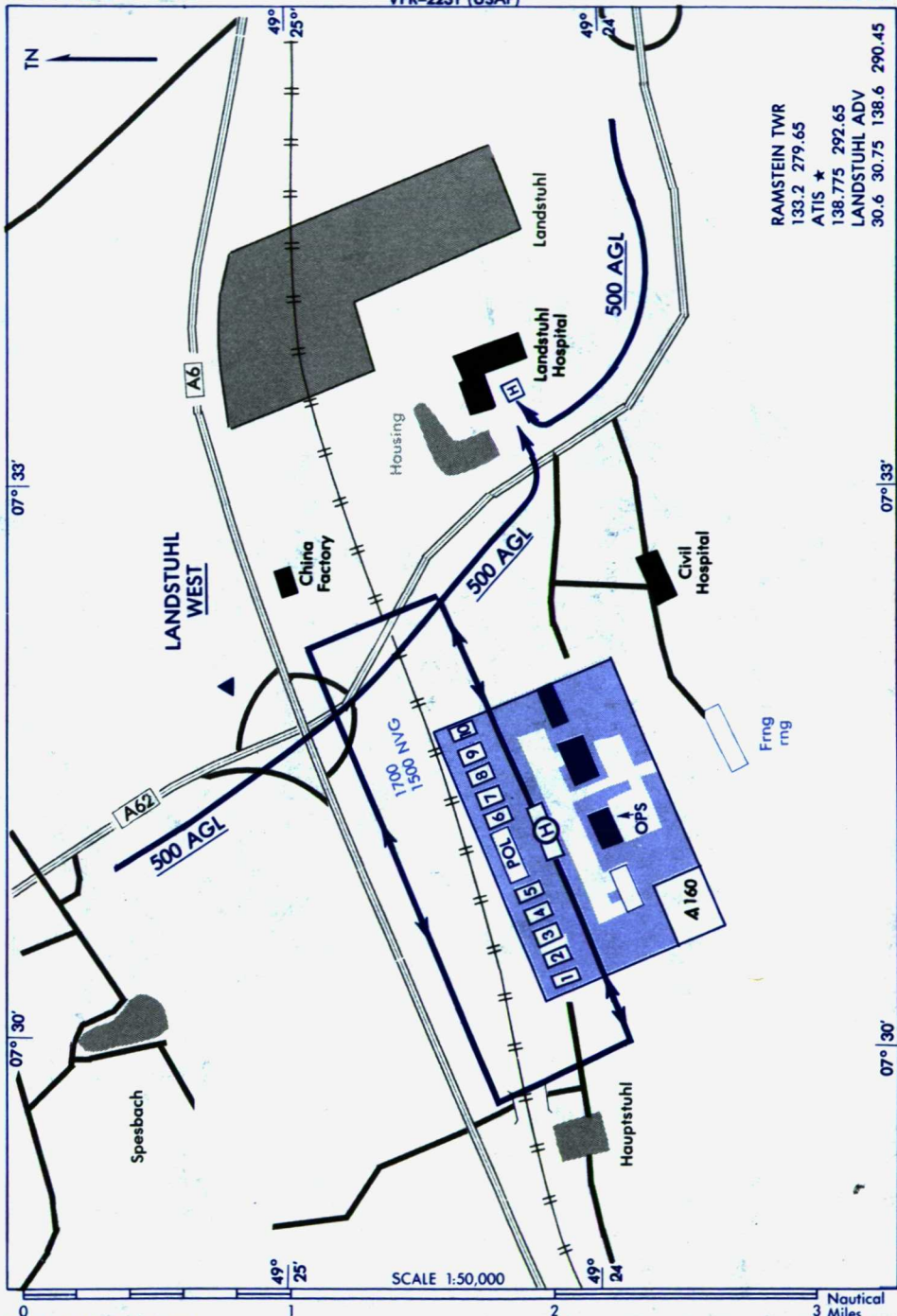


NOT FOR FLIGHT USE

HELICOPTER

RAMSTEIN AB (ETAR)/LANDSTUHL AHP (ETIP)
GERMANY

VFR-2231 (USAF)



RAMSTEIN TWR
133.2 279.65
ATIS ★
138.775 292.65
LANDSTUHL ADV
30.6 30.75 138.6 290.45

HELICOPTER

RAMSTEIN AB (ETAR)/LANDSTUHL AHP (ETIP)
GERMANY

HELICOPTER PROCEDURES

1. ALL ROUTES ARE BI-DIRECTIONAL, FLOWN AT OR BELOW 2500' MSL.
2. SPECIAL VFR MINIMA (R/W): CLEAR OF CLOUDS.
3. THE FOLLOWING COMPULSORY REPORTING POINTS (CRP) WILL BE USED FOR RAMSTEIN CONTROL ZONE:
 - A. NORTH ROUTE - GLAN MUNCHWEILER AND OLSBRUCKEN.
 - B. SOUTH ROUTE - LINDEN AND MIESAU.
4. AIRCRAFT ARRIVING FROM THE SOUTH SHALL USE CRP LINDEN. AIRCRAFT ARRIVING FROM THE EAST SHALL CIRCUMNAVIGATE THE CONTROL ZONE TO THE SOUTH AND ENTER AT CRP LINDEN.

NOTE: PILOTS SHALL EXERCISE CAUTION TO AVOID OVERFLYING THE CITIES OF KINDBACH AND LANDSTUHL.

5. SOME REPORTING POINTS ARE DEPICTED OVER TOWNS FOR IDENTIFICATION PURPOSES ONLY. AIRCRAFT WILL REPORT ABEAM THESE TOWNS. AIRCRAFT WILL ADHERE STRICTLY TO PUBLISHED ROUTES DUE TO NOISE ABATEMENT PROCEDURES AND SAFETY OF FLIGHT. TOWNS AND OTHER HIGHLY POPULATED AREAS WILL NOT BE OVERFLOWN UNLESS DIRECTED TO DO SO IN THE INTEREST OF SAFETY OF FLIGHT. AVIATORS ARE ASKED TO PAY PARTICULAR ATTENTION TO THE "GENERAL DATA" SECTION OF THIS PUBLICATION.
6. AIRCRAFT TRANSITIONING BETWEEN THE NORTH RTE AND THE SOUTH RTE VIA MIESENACH LANDSTUHL WEST AND HAUPTSTUHL, SHALL PASS WEST OF LANDSTUHL AHP, UNLESS LANDING AT LANDSTUHL AHP. AVOID OVERFLYING LANDSTUHL AHP, LANDSTUHL ARMY HOSPITAL, OR LANDSTUHL JOHANNIS HOSPITAL.

CAUTION: FLIGHTS TO THE NORTH, CONVENTIONAL TRAFFIC PATTERN AT RAMSTEIN IS 2000' MSL, AND JET TRAFFIC PATTERN IS AT 2500' MSL.

7. LANDSTUHL HOSPITAL PROCEDURES.
 - A. URGENT MEDEVAC PROCEDURES:
 - (1) ARRIVAL SOUTH: ARRIVING FROM LINDEN: DEPART LINDEN ON HEADING 294° TO AUTOBAHN 62. FOLLOW AUTOBAHN 62 TOWARDS THE NORTH AT OR ABOVE 500' AGL. TURN RIGHT OVER SECOND BRIDGE (LV95107325) AFTER TUNNEL. LAND TO THE EAST. AVOID BUILT UP AREAS.
 - (2) ARRIVAL NORTH: ARRIVAL FROM LANDSTUHL WEST: FOLLOW AUTOBAHN 62 SOUTH AT OR ABOVE 500' AGL. TURN LEFT OVER FIRST BRIDGE (LV95107325) ON AUTOBAHN 62. LAND TO THE EAST. AVOID BUILT UP AREAS.
 - B. ALL OTHER AIRCRAFT LANDING AT LANDSTUHL HOSPITAL WILL PROCEED ON DEPICTED VFR ARRIVAL/DEPARTURE ROUTES TO LANDSTUHL WEST: FOLLOW AUTOBAHN 62 SOUTH AT OR ABOVE 500' AGL. TURN LEFT OVER FIRST BRIDGE (LV95107325) ON AUTOBAHN 62. LAND TO THE EAST.
 - C. DEPARTURES: AIRCRAFT DEPARTING WILL DEPART WEST VIA LANDSTUHL WEST ON DEPICTED VFR ARRIVAL/DEPARTURE ROUTES.
8. EMERGENCY MED EVAC FLIGHTS SO STATE FOR PRIORITY HANDLING.
9. FOR OTHER SPECIAL NOTES, SEE GENERAL DATA.

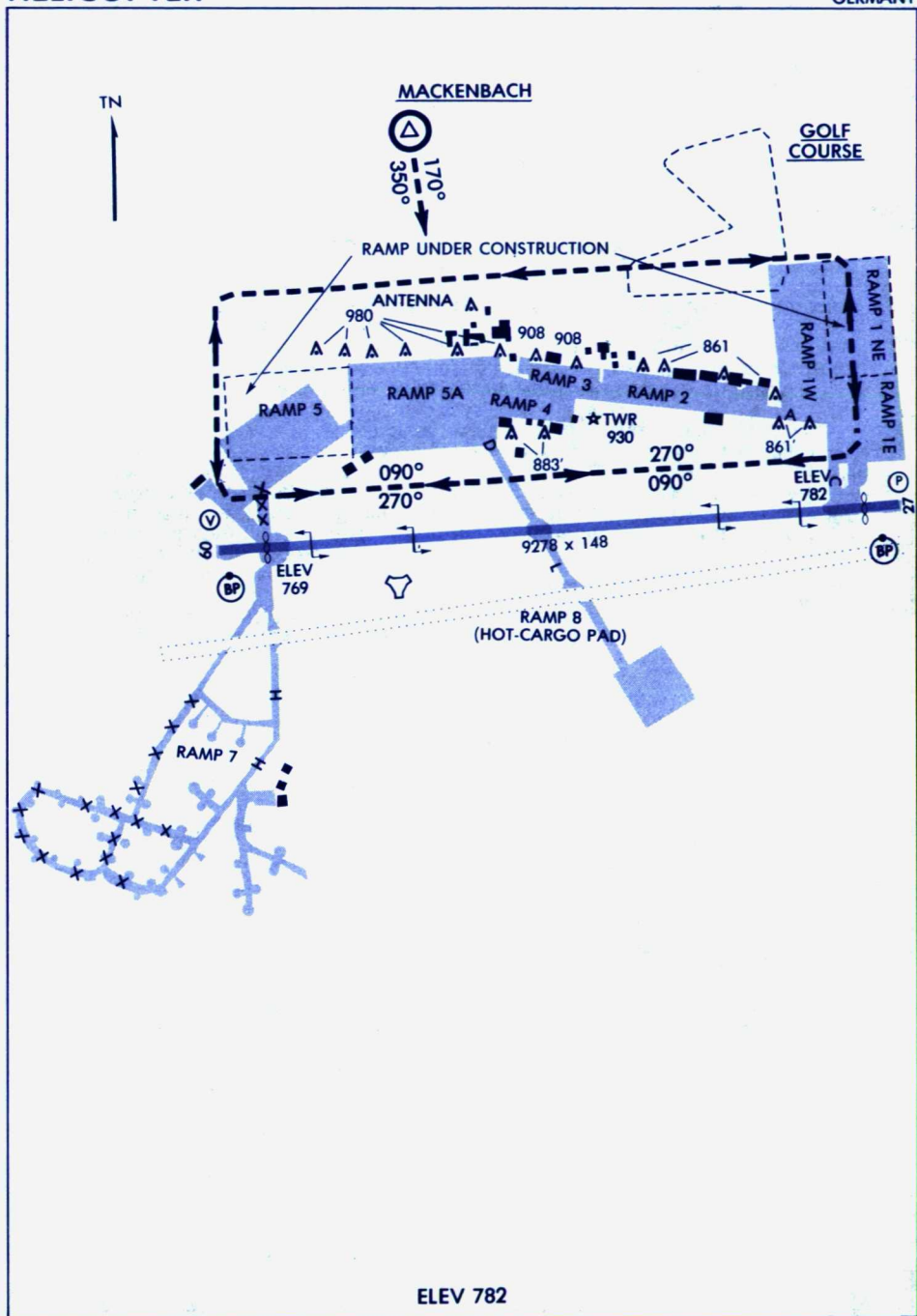
NOT FOR FLIGHT USE

HELICOPTER

96

VFR-2231 (USAF)

RAMSTEIN AB (ETAR)
GERMANY



ELEV 782

HELICOPTER

49°26'N-07°36'E

GERMANY
RAMSTEIN AB (ETAR)

HELICOPTER/LIGHT AIRCRAFT (USA)

ROTH (ETHR)
ROTH, GERMANY

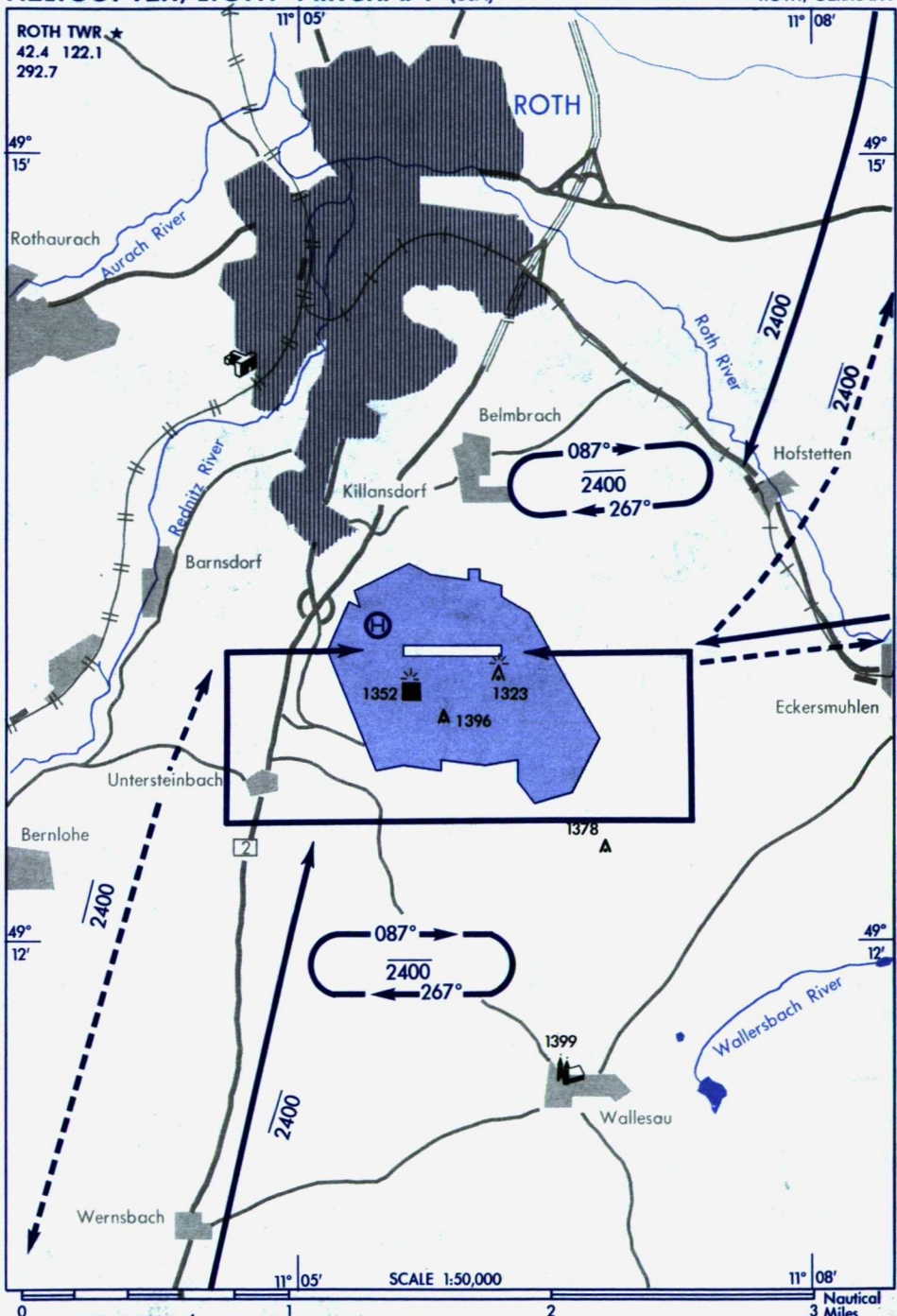


NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT (USA)

98

ROTH (ETHR)
ROTH, GERMANY

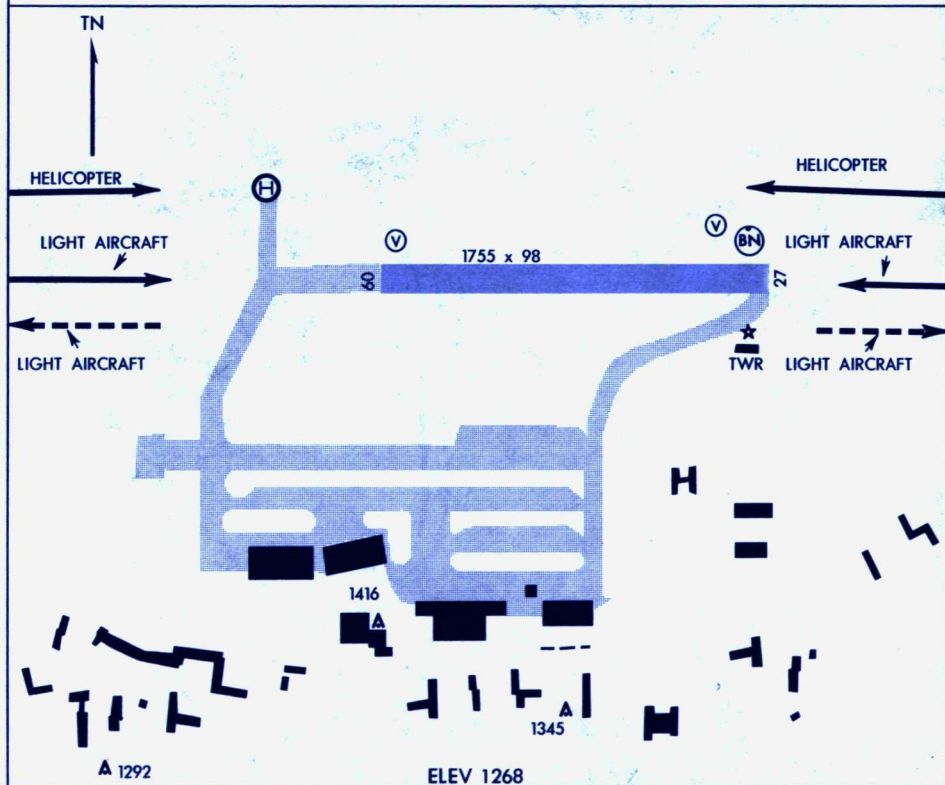


HELICOPTER/LIGHT AIRCRAFT

ROTH, GERMANY
ROTH (ETHR)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. DO NOT OVERFLY THE TOWN OF ROTH, ROTTENBACH AND UNTERSTEINBACH.
2. FOR SPECIAL NOTES, SEE GENERAL DATA.



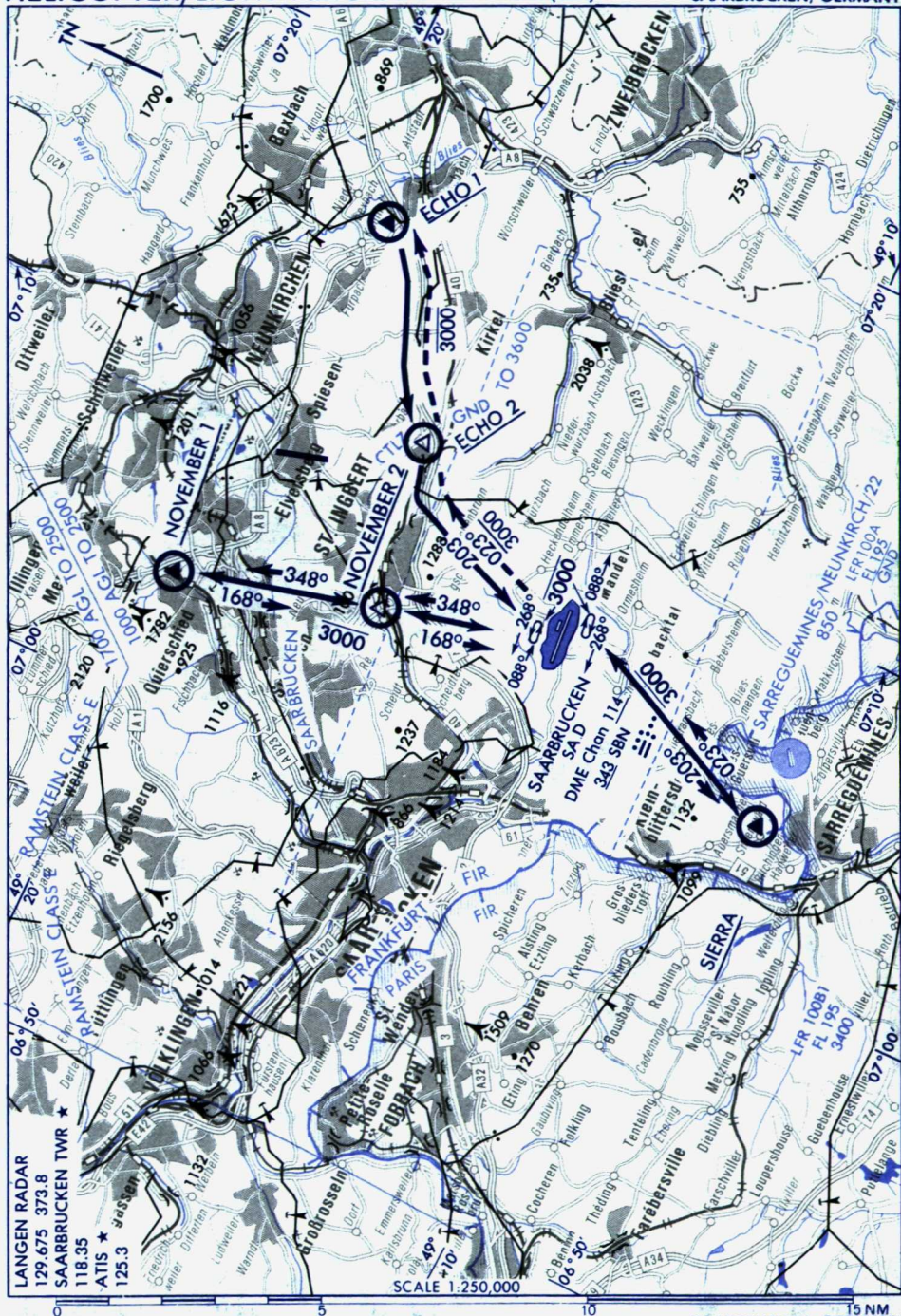
NOT FOR FLIGHT USE

100

HELICOPTER/LIGHT AIRCRAFT

VFR-3390.01 (USA)

SAARBRÜCKEN (EDDR)
SAARBRÜCKEN, GERMANY

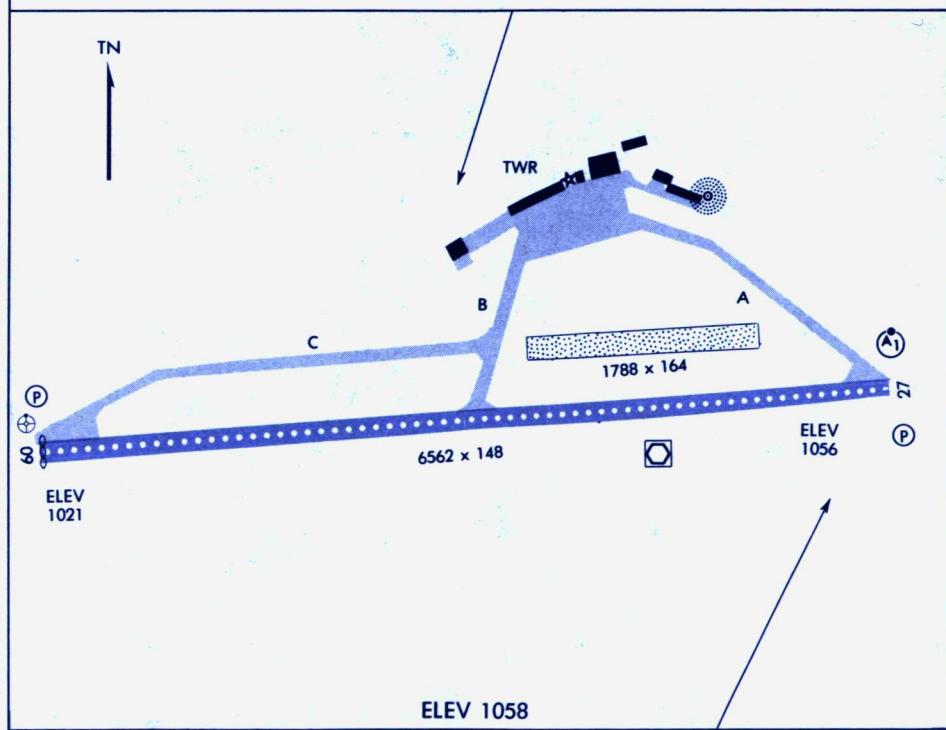


HELICOPTER/LIGHT AIRCRAFT

15 NM
SAARBRÜCKEN, GERMANY
SAARBRÜCKEN (EDDR)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

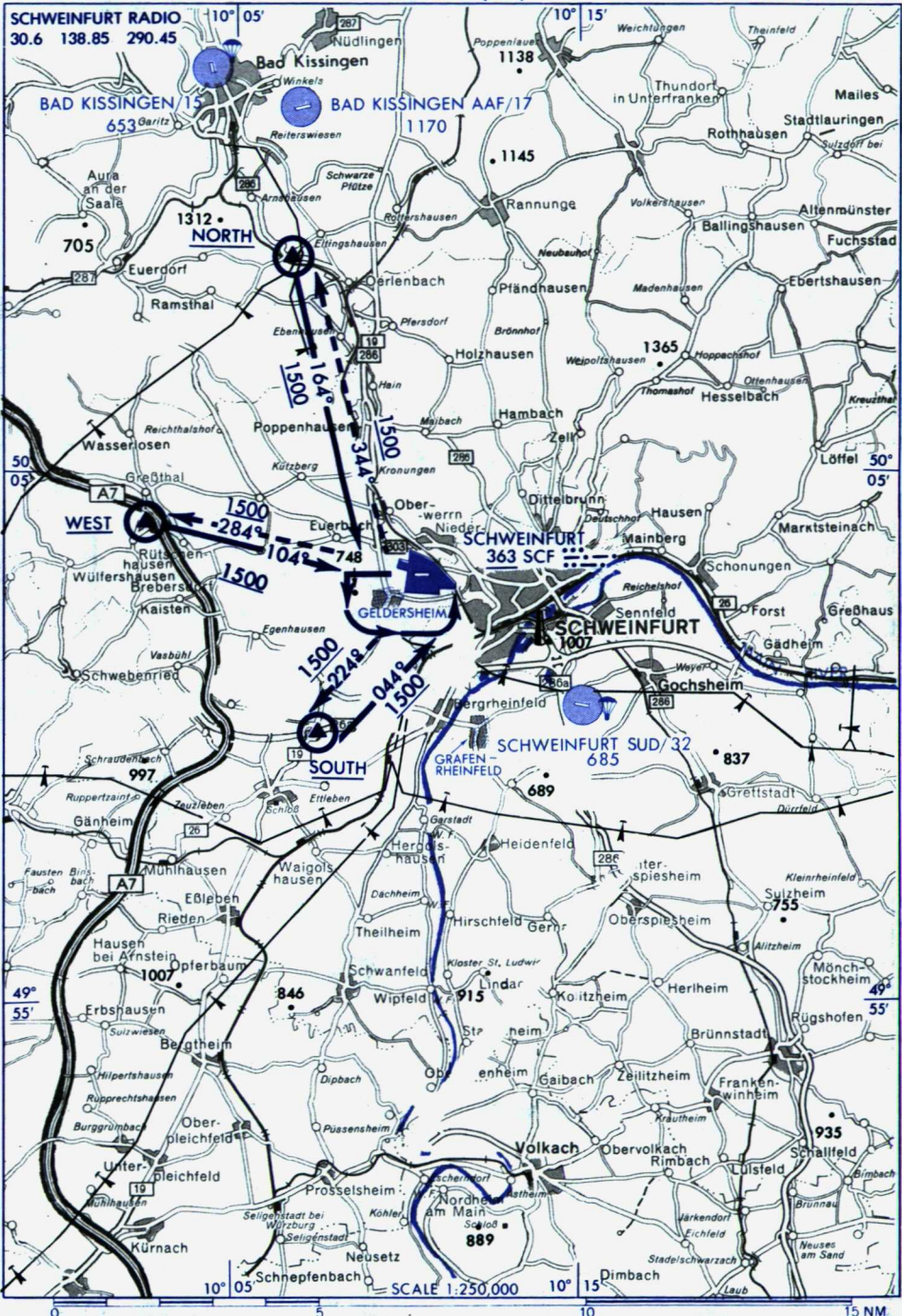
1. CONTACT SAARBRUCKEN TOWER AT LEAST 5 MINUTES PRIOR TO REACHING THE COMPULSORY REPORTING POINTS (CRP).
2. FOR SPECIAL NOTES, SEE GENERAL DATA.



HELICOPTER

102
VFR-1523 (USA)

SCHWEINFURT AHP (ETOA)
SCHWEINFURT, GERMANY



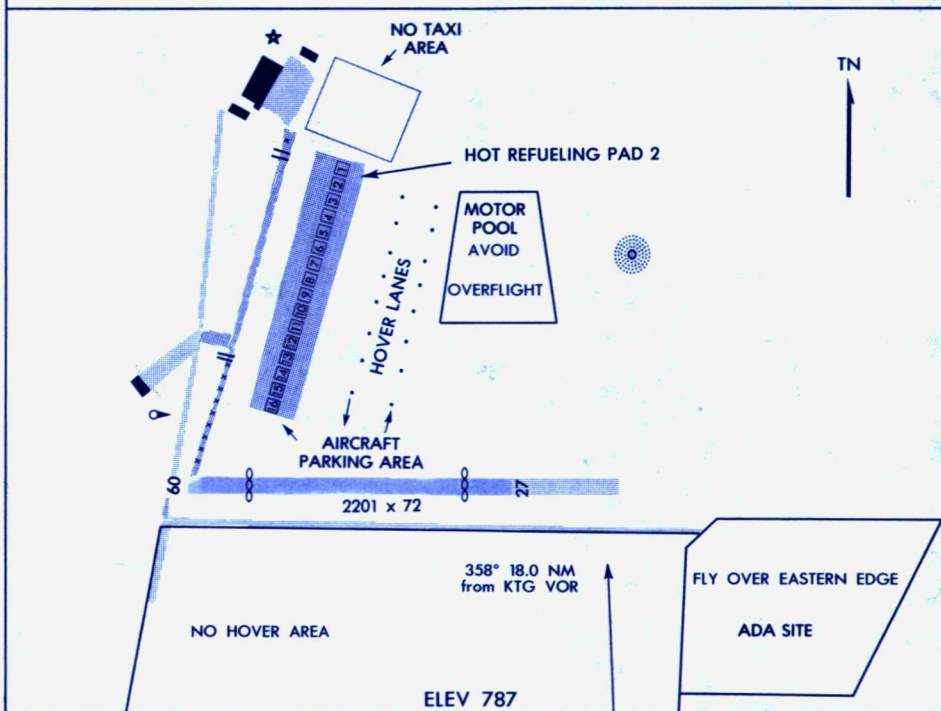
HELICOPTER

SCHWEINFURT, GERMANY
SCHWEINFURT AHP (ETOA)

HELICOPTER PROCEDURES

1. ARR CTC SCHWEINFURT ADVISORY PRIOR TO CRP.
LOCATION OF REPORTING POINTS:

REPORTING POINT	MGRS	LOCATION LAT	LONG
NORTH (RAILROAD OVERPASS)	NA 791 562	N50°09'09.84"	E010°06'26.07"
WEST (A7 AND 303 INTERSECTION)	NA 750 466	N50°04'00.98"	E010°02'52.71"
SOUTH (B19 AND A70 INTERSECTION)	NA 804 395	N50°00'08.60"	E010°07'18.93"
2. CAUTION-WEATHER PERMITTING, THE FOLLOWING NOISE ABATEMENT PROCEDURES MUST BE FOLLOWED.
 - A. AVOID OVERFLYING WITHIN 1.5 KM OF THE NUCLEAR POWER PLANT AT GRAFENRHEINFELD NA 8539, 3.5 NM SSE OF FIELD) BELOW 2700'.
 - B. AVOID OVERFLYING THE MILITARY HOUSING AREA AND APARTMENT COMPLEX (1000 METERS EAST OF FIELD).
 - C. AVOID OVERFLYING THE TOWN OF GELDERSHEIM (SW CORNER OF FIELD).
3. NO NORTH TRAFFIC.
4. TRAFFIC PATTERN IS SOUTH (NO NORTH TRAFFIC): 1500' DOWNWIND, 1100' BASE, NVG DOWNWIND AND BASE 1100'.
 - A. LANDING RWY 09, FLY BASE ON WEST SIDE OF POWER LINES.
 - B. LANDING RWY 27, FLY LEFT BASE ALONG EASTERN EDGE OF ADA SITE.
5. 24 HR PPR FOR TRANSIENT AIRCRAFT.
6. DEPARTING RWY 27, MAINTAIN RWY HEADING TO AVOID OVERFLIGHT OF GELDERSHEIM UNTIL PASSING POWER LINES. LEAVING TRAFFIC PATTERN, CLIMB TO 1500' MIN ALT.
7. OVERRUNS UNUSABLE. USE CAUTION, TRACK VEHICLES TRAINING OFF BOTH ENDS OF RWY.
8. CLOSED TO F/W 1FC.
9. PARKING PADS ARE 80' ON CENTER. PADS 1 AND 3 ARE UNUSABLE. FIRST AVAL PAD IS 4.
10. FOR SPECIAL NOTES, SEE GENERAL DATA.



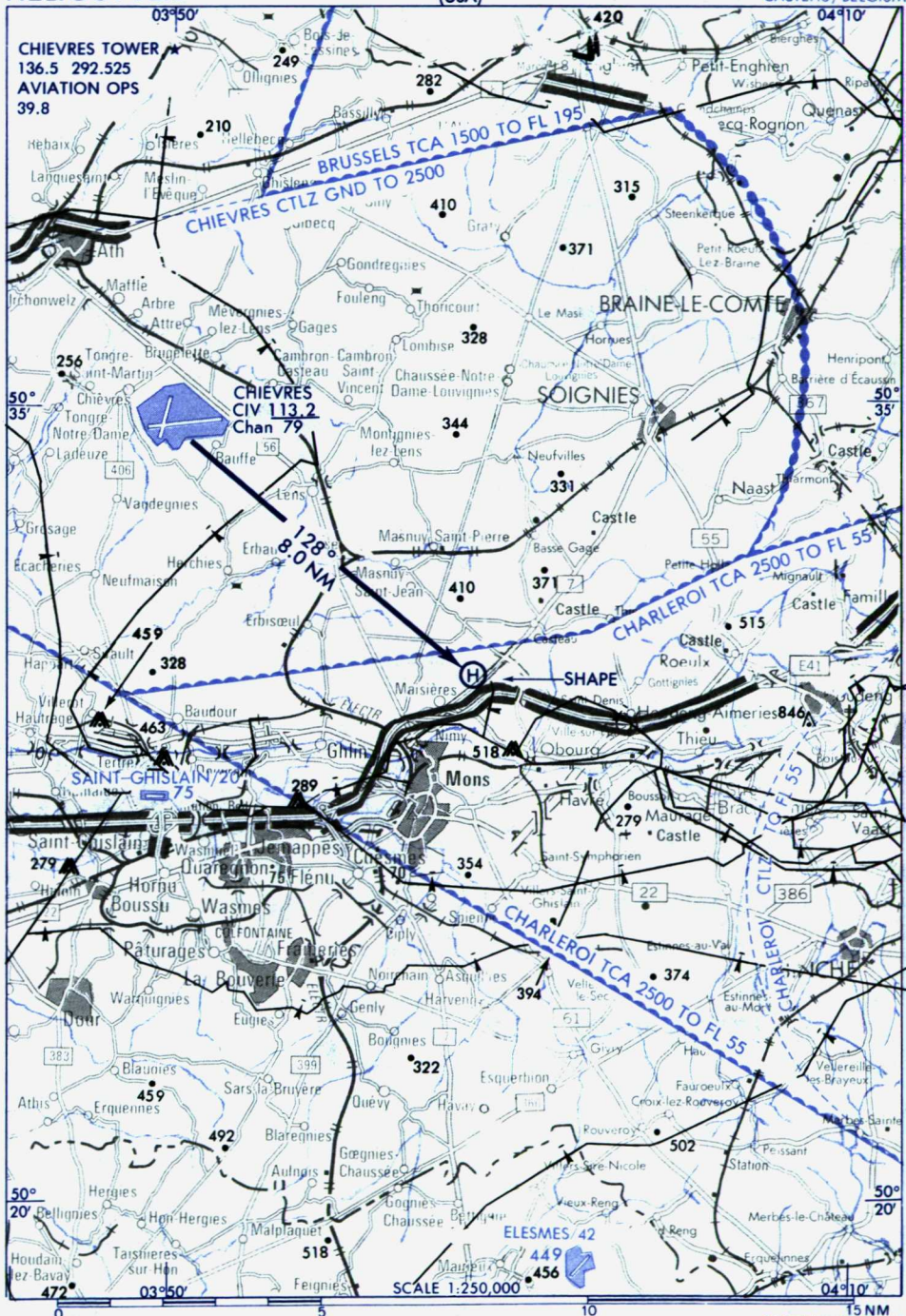
NOT FOR FLIGHT USE

HELICOPTER

104

(USA)

SHAPE AHP
CASTEAU, BELGIUM

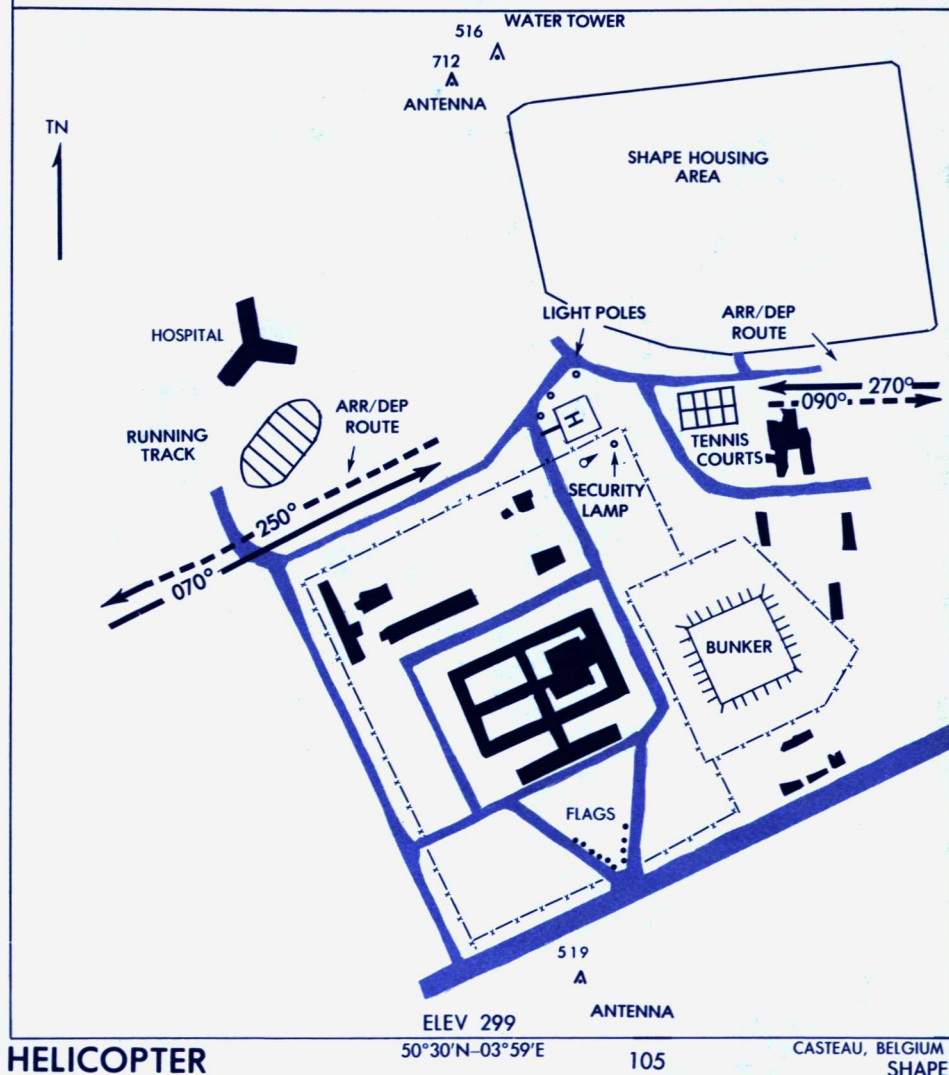


HELICOPTER

15 NM
CASTEAU, BELGIUM
SHAPE AHP

HELICOPTER PROCEDURES

1. HELIPADS UNATTENDED. FOR SERVICES SEE CHIEVRES AB.
2. CONTACT CHIEVRES TOWER, 136.5 5 MIN PRIOR TO LANDING AND IMMEDIATELY UPON DEPARTURE.
3. FOR SPECIAL NOTES, SEE GENERAL DATA.
4. PPR. SEE DOD FLIP ENROUTE SUPPLEMENT.

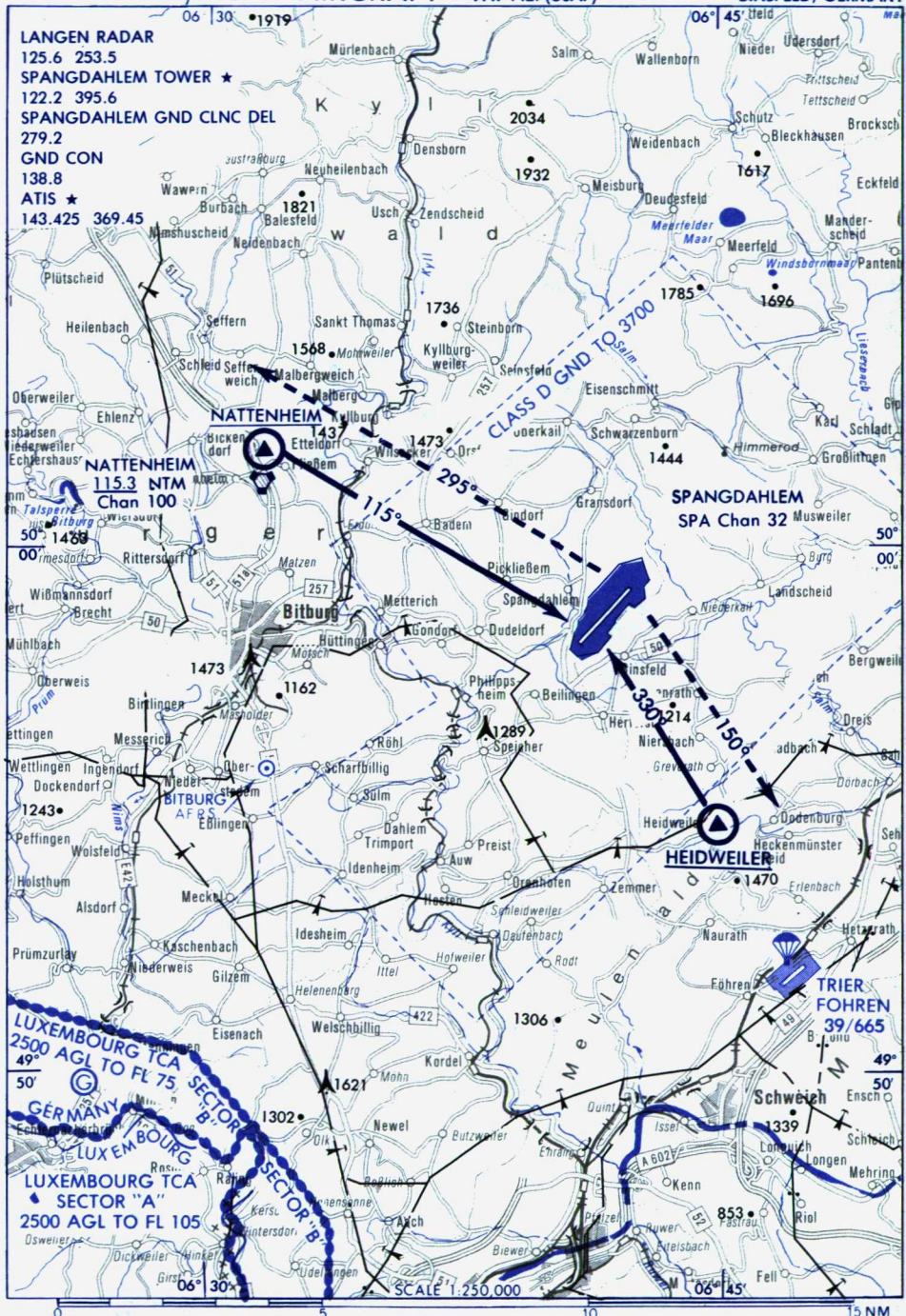


NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

106
VFR-1427 (USAF)

SPANGDAHLEM AB (ETAD)
BINSFELD, GERMANY

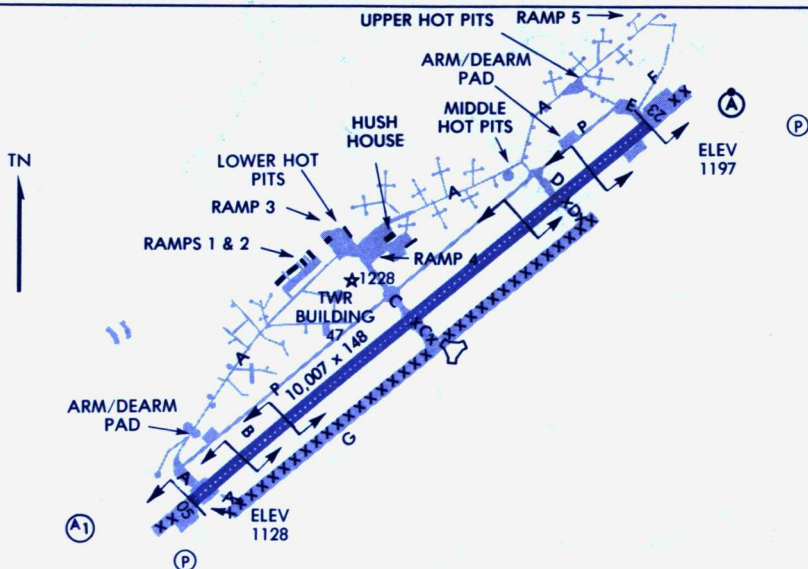


HELICOPTER/LIGHT AIRCRAFT

BINSFELD, GERMANY
SPANGDAHLEM AB (ETAD)

HELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. MINIMUM PATTERN ALTITUDE WITHIN CTLZ IS 500' AGL.
2. SPECIAL VFR (MINIMA) – R/W: CLEAR OF CLOUDS AND 1 NM.
3. AVOID OVERFLIGHT OF VILLAGES.
4. ARRIVING AIRCRAFT SHALL ESTABLISH RADIO CONTACT WITH SPANGDAHLEM TWR AT LEAST 5 MINUTES PRIOR TO REACHING CRP NATTENHEIM OR CRP HEIDWEILER.
5. DEPARTURES PROCEED IN THE OPPOSITE DIRECTION TO CRP NATTENHEIM OR CRP HEIDWEILER AS DIRECTED BY THE TWR TO DEPART THE CTLZ.
6. FOR SPECIAL NOTES, SEE GENERAL DATA.



ELEV 1197

HELICOPTER/LIGHT AIRCRAFT

STUTTGART (EDDS)
STUTTGART, GERMANY



STUTTGART, GERMANY
STUTTGART (EDDS)

HELICOPTER/LIGHT AIRCRAFT (USA)

STUTTGART, GERMANY

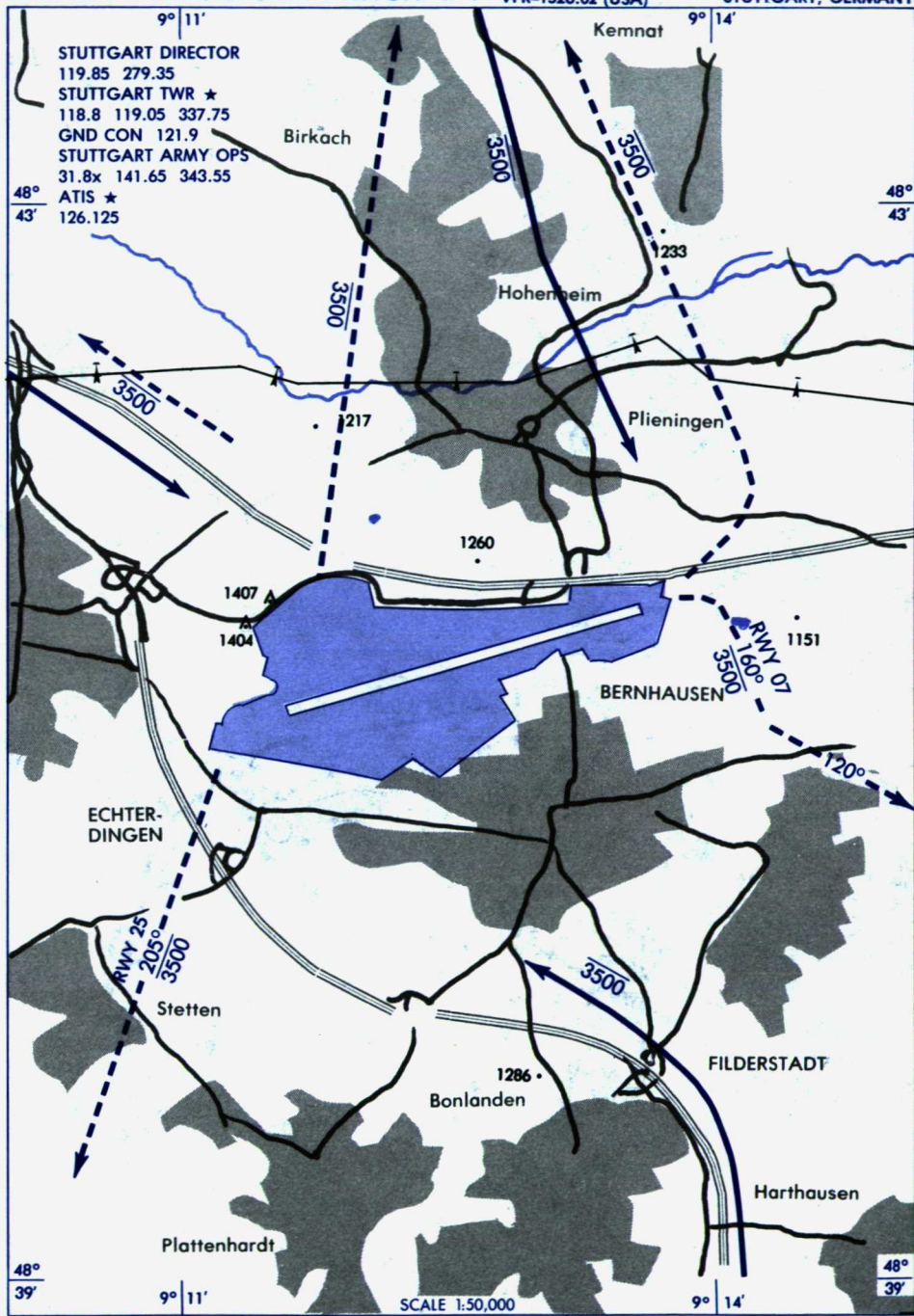
109

STUTT GART, GERMANY
STUTT GART (EDDS)

HELICOPTER/LIGHT AIRCRAFT

110
VFR-1526.02 (USA)

STUTTGART (EDDS)
STUTTGART, GERMANY



HELICOPTER/LIGHT AIRCRAFT

STUTTGART, GERMANY
STUTTGART (EDDS)

HELICOPTER/LIGHT AIRCRAFT PROCEDURESAPPROACHES

HELICOPTER LIGHT ACFT APPROACH AIRPORT ON FLIGHT PATH TO KEEP CLEAR OF APPROACH, TAKE-OFF AND MANEUVERING AREAS. BEWARE OF POSSIBLE WAKE TURBULENCE. MAX ALT 3500'.

DEPARTURES

DEPARTING HELICOPTERS SHALL TURN AWAY FROM THE MANEUVERING AREA IMMEDIATELY AFTER FIELD BOUNDARY AND LEAVE THE TRAFFIC CIRCUIT AVOIDING THE APPROACH AND TAKE-OFF AREA, MAX ALT 3500'.

ENTRY/DEPARTURE CORRIDORS TO/FROM ARMY HELIPORTS

PATCH BKS - ARRIVAL: FROM CRP WHISKEY 2 PROCEED DIRECT TO A POSITION NW OF PATCH BKS, MAKE FINAL APPROACH TO SE; FROM CRP WHISKEY 1 PROCEED DIRECT TO PATCH BKS, MAKE FINAL APPROACH TO SE. DEPARTURE: DEPART HELIPORT TO NW, THEN DIRECT TO CRP WHISKEY 1 or 2. AVOID OVERFLYING ALL BUILDINGS.

KELLY BKS - REMAINING CLEAR OF THE ASEMWALD HIGH RISE APARTMENTS BY 0.3 NM.

MAKE FINAL APPROACH TO W. DEPARTURE: DEPART USING REVERSE PROCEDURE. CLIMB TO 2000'.

APPROACHES AND DEPARTURES TO AND FROM HELIPORTS WILL AVOID FLYING OVER BUILT-UP AREAS.

NOTES:

1. MAX ALTITUDE TO BE FLOWN ON ALL ARR/DEP ROUTES IS 3500'.
2. RADIO COMMUNICATION WITH STUTTART TOWER SHALL BE ESTABLISHED AT THE LATEST 5 MINUTES PRIOR TO REACHING THE FIRST CRP ON FREQUENCY 119.05 MHZ.
3. WHEN APPROACHING PAY ATTENTION TO INTENSIVE GLIDER ACTIVITY OUTSIDE CTLZ.
4. VFR FIGHTS INTO OR OUT OF STUTTART AIRFIELD AND PATCH AHP SHOULD USE EAST OR WEST ROUTES WHENEVER POSSIBLE.
5. FOR SPECIAL NOTES, SEE GENERAL DATA.

COMPULSORY REPORTING POINTS

ECHO 1 N48°48.7' E009°19.5'

ECHO 2 N48°45.8' E009°11.9'

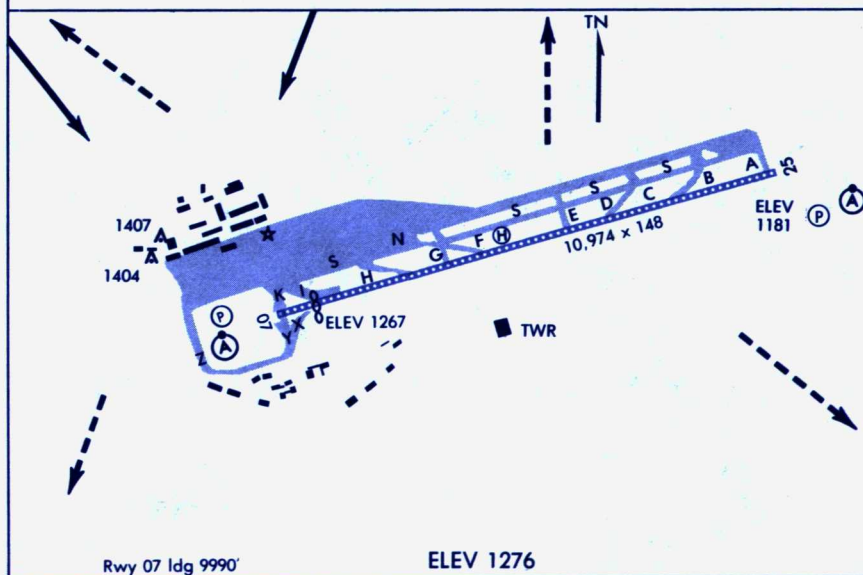
OSCAR N48°37.6' E009°19.9'

LIMA N48°36.7' E009°08.6'

SIERRA N48°36.8' E009°13.9'

WHISKEY 1 N48°46.5' E009°00.8'

WHISKEY 2 N48°43.0' E009°04.1'

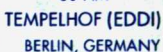


Rwy 07 ldg 9990'

ELEV 1276

48°41'N-09°13'E

TEMPELHOF (EDDI)
BERLIN, GERMANY

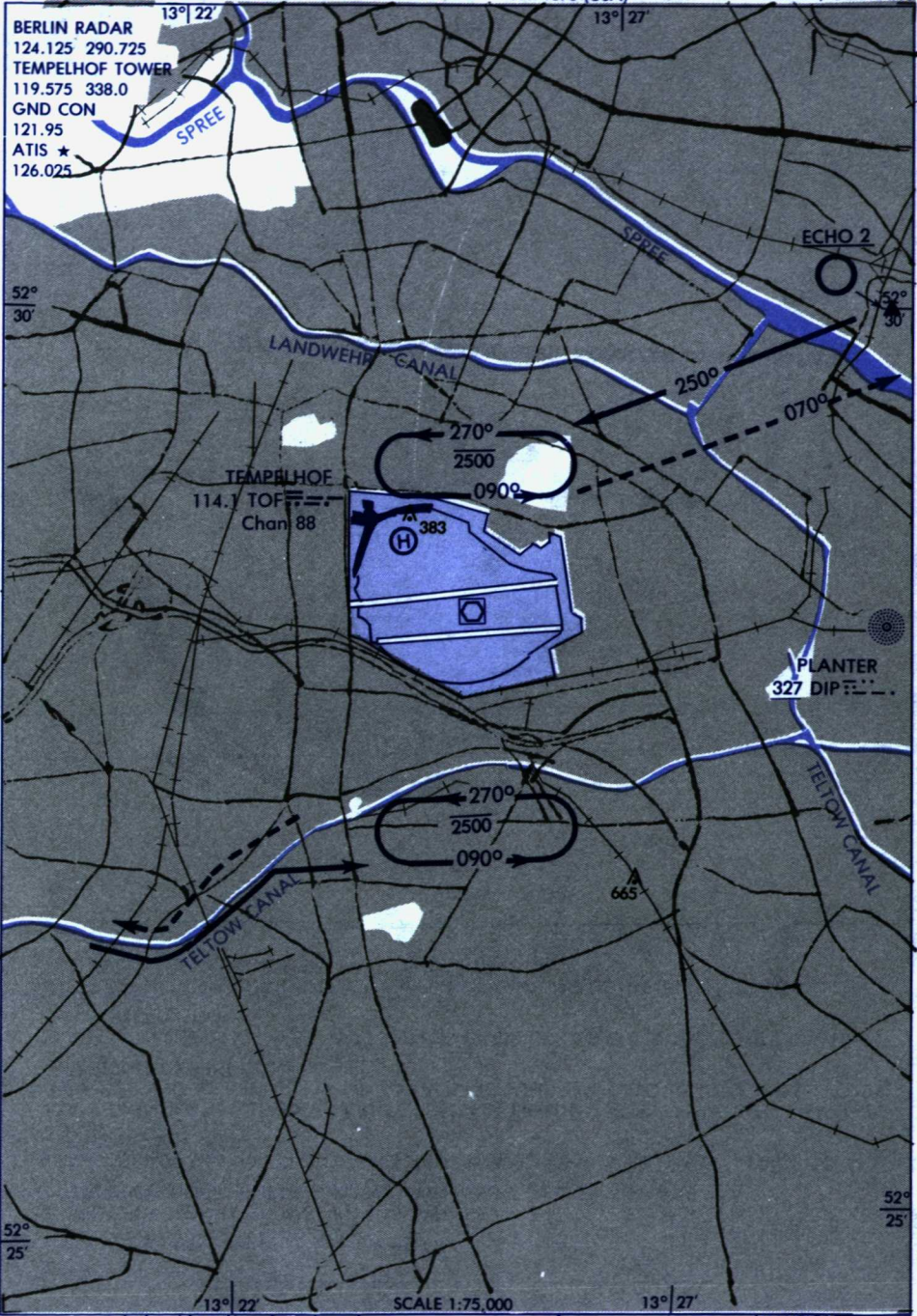


NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-1870 (USA)

TEMPELHOF (EDDI)
BERLIN, GERMANY

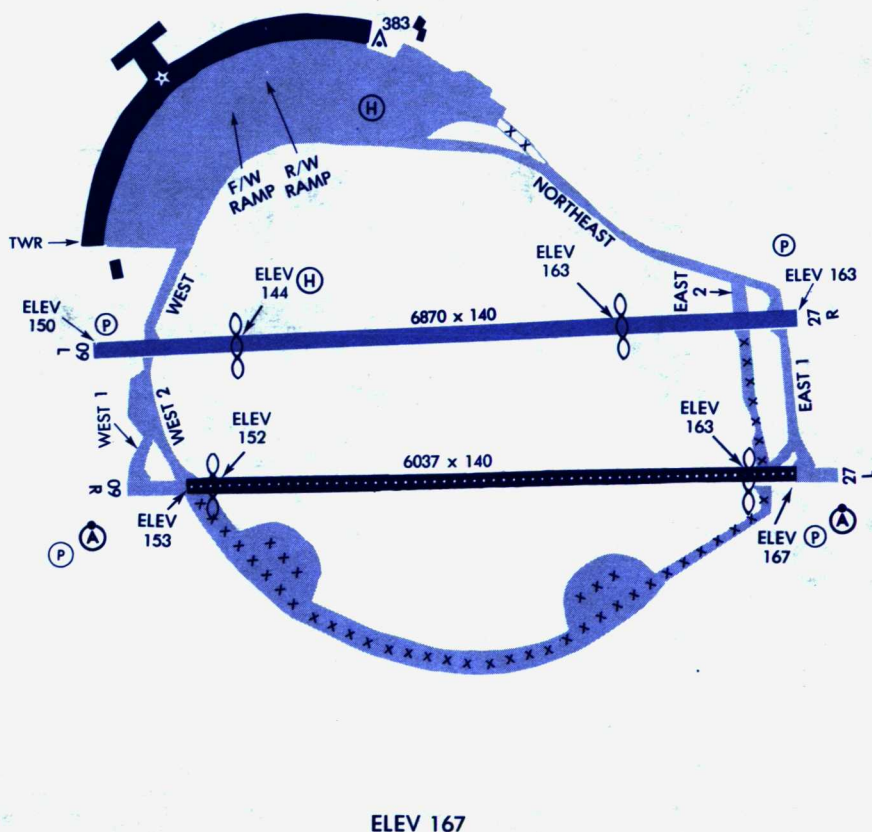


HELICOPTER/LIGHT AIRCRAFT

HELICOPTER/LIGHT AIRCRAFT

114
VFR-1870 (USA)TEMPELHOF (EDDI)
BERLIN, GERMANYHELICOPTER/LIGHT AIRCRAFT PROCEDURES

1. FLY ALL ROUTES AT 2500' MSL OR BELOW.
2. LOCATIONS OF REPORTING POINTS: WHISKEY 1 (N52°22.9' E013°09').
LOCATIONS OF REPORTING POINTS: WHISKEY 2 (N52°22.9' E013°18.7').
3. ALL ARRIVALS ESTABLISH CONTACT WITH TEMPELHOF TOWER (119.575) PRIOR TO PASSING WHISKEY 1.
4. ALL TRANSIENT MILITARY AIRCRAFT CONTACT FREEDOM CITY OPERATIONS (VHF 112.2 OR FM 55.90) 15 MINUTES PRIOR TO LANDING AND WHEN REQUESTING REFUELING OR PARKING INSTRUCTIONS.
5. AIRCRAFT DESIRING TO STOP AT MCNAIR BARRACKS CONTACT TEMPELHOF TOWER FOR INSTRUCTIONS.
6. DEPARTING AIRCRAFT CONTACT TEMPELHOF GROUND CONTROL (121.95) FOR PERMISSION TO ENGINE START PRIOR TO START UP.



HELICOPTER/LIGHT AIRCRAFT

52°28'N-13°24'E

BERLIN, GERMANY
TEMPELHOF (EDDI)

HELICOPTER/LIGHT AIRCRAFT

WIESBADEN AAF (ETOU)
WIESBADEN, GERMANY



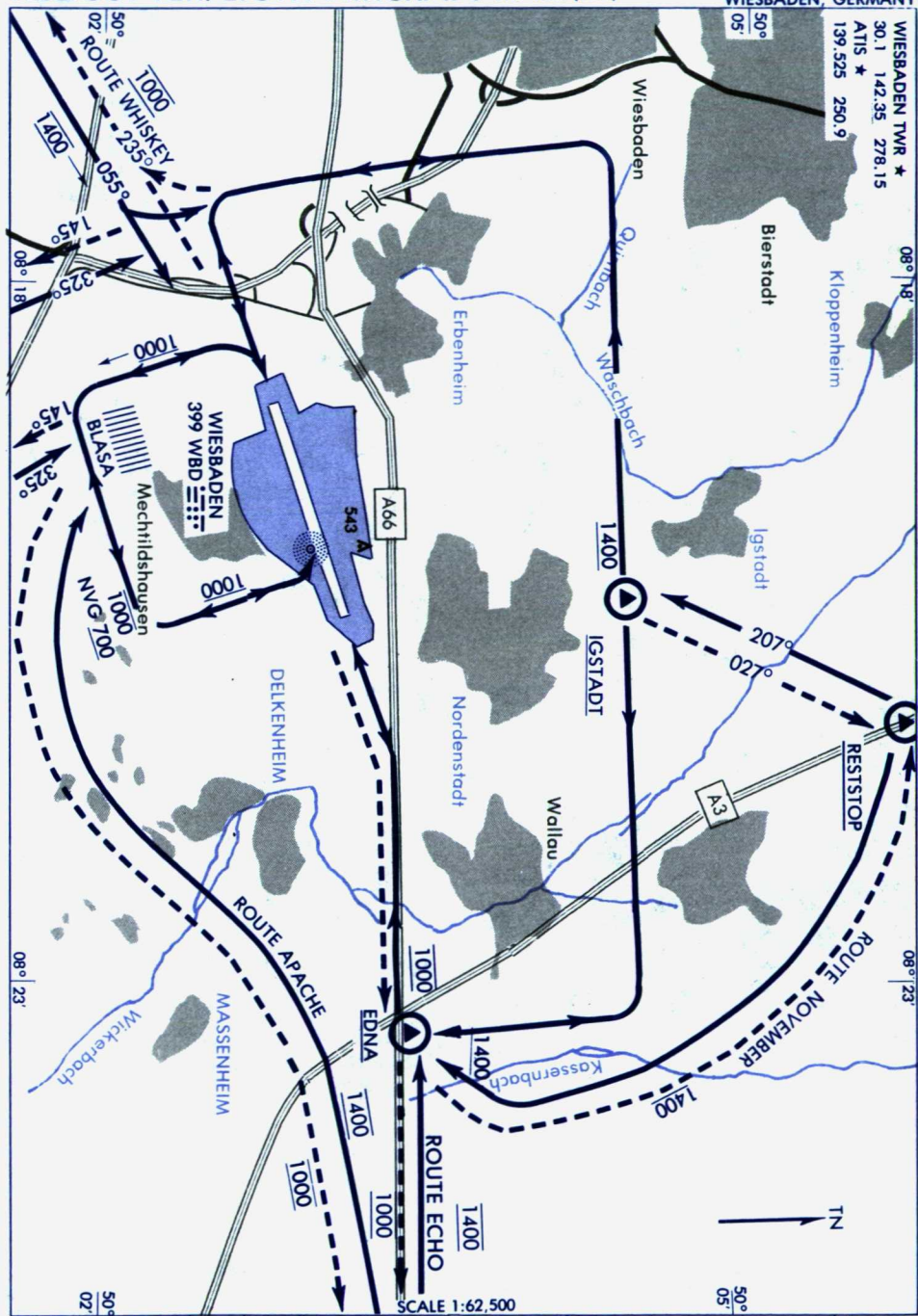
WIESBADEN, GERMANY
WIESBADEN AAF (ETOU)

HELICOPTER/LIGHT AIRCRAFT

VFR-1708 (USA)

WIESBADEN AAF (ETOU)
WIESBADEN, GERMANY

WIESBADEN TWR ★
30.1 142.35 278.15
ATIS ★
139.525 250.9



HELICOPTER/LIGHT AIRCRAFT PROCEDURES1. ARRIVALS:

A. NORTH: ROUTE NOVEMBER: REPORT CRP NIEDERNHAUSEN AT 1400 FT. PROCEED ON DEPICTED GROUND TRACK EAST OF AUTOBAHN A3 TO CRP RESTSTOP. THEN: ROTARY-WING: CONTINUE ON THE DEPICTED GROUND TRACK DESCENDING TO 1000 FEET AT CRP EDNA. CONTINUE INBOUND ALONG AUTOBAHN 66, TURN LEFT ON EXTENDED CENTERLINE TO LAND RWY 25, OR TURN LEFT WHEN IN POSITION TO ENTER CROSSWIND LEG OF SOUTH TRAFFIC FOR LANDING RWY 07.

FIXED-WING LANDING RWY 25: CONTINUE ON THE DEPICTED TRACK DESCENDING TO 1000 FEET AT CRP EDNA. CONTINUE INBOUND ALONG AUTOBAHN 66, TURN LEFT ON EXTENDED CENTERLINE TO LAND RWY 25. FIXED-WING LANDING RWY 07: AT CRP RESTSTOP TURN RIGHT HDG 207° TO CRP IGSTADT AND ENTER NORTH TRAFFIC FOR LANDING RWY 07.

B. EAST: ROUTE ECHO: REPORT CRP WEILBACH AT 1400 FEET. PROCEED ALONG AUTOBAHN (A66) DESCENDING TO 1000 FEET AT CRP EDNA. CONTINUE ALONG AUTOBAHN, TURN LEFT ON EXTENDED CENTERLINE TO LAND RWY 25 OR ENTER CROSSWIND SOUTH TRAFFIC FOR LANDING RWY 07. (NOT AUTH FOR FW WEIGHING MORE THAN 12,500 LBS)

ROUTE APACHE: DECONFLICTION ROUTE, USE ONLY WHEN INSTRUCTED BY ATC. REPORT CRP WEILBACH AT 1400 FEET. PROCEED ALONG AUTOBAHN A66 THEN ON DEPICTED GROUND TRACK BETWEEN MASSENHEIM AND DELKENHEIM. WHEN PAST DELKENHEIM DESCEND TO 1000 FEET TO ENTER SOUTH TRAFFIC.

C. SOUTH: ROUTE SIERRA: REPORT CRP BRIDGE AT 1400 FEET. FLY HEADING 030° UNTIL ABEAM MAIN RIVER BRIDGE. TURN LEFT TO HEADING 325° (REMAIN AT LEAST 600 METERS WEST OF AUTOBAHN (A671) WHEN ABEAM HOCHHEIM). THEN: ROTARY-WING: WHEN PAST AUTOBAHN INTERSECTION NW OF HOCHHEIM (MA522414) DESCEND TO 1000 FEET AND ENTER SOUTH TRAFFIC AT SOUTHWEST CORNER OF PATTERN.

FIXED-WING LANDING RWY 25: CONTINUE TO AUTOBAHN INTXN (A671 & B455, MA495426) ENTER NORTH TRAFFIC AT CROSSWIND LEG. AVOID OVERFLIGHT OF HOUSES AT FT BIEHLER (MA490440).

FIXED-WING LANDING RWY 07: ENTER EXTENDED RIGHT BASE FOR LANDING RWY 07.

D. WEST: ROUTE WHISKEY - REPORT CRP WANDA AT 1400 FEET. PROCEED OVERHEAD RHEIN RIVER TO CRP CYNTHIA (RR BRIDGE AND ISLAND INTXN). AT CRP CYNTHIA TURN LEFT HEADING 055° REMAIN 500 METERS SOUTH OF HORSE FARM (MA482429). MAINTAIN 1400 FEET UNTIL INITIATING APPROACH TO RWY 07 OR:

ROTARY-WING LANDING RWY 25: ENTER CROSSWIND LEG SOUTH TRAFFIC FOR LANDING RWY 25.

FIXED-WING LANDING RWY 25: TURN LEFT AFTER CROSSING AUTOBAHN (A671) TO ENTER CROSSWIND LEG NORTH TRAFFIC FOR LANDING RWY 25.

(CONTINUED ON NEXT PAGE)

2. DEPARTURES:

A. NORTH: ROUTE NOVEMBER:

ROTARY-WING: DEPART EAST TO CRP EDNA. EXPEDITE CLIMB TO 1400 FEET, THEN NORTHERLY ON DEPICTED GROUND TRACK EAST OF AUTOBAHN (A3) TO CRP RESTSTOP AND CRP NEIDERNHAUSEN.

FIXED-WING DEPARTING RWY 25: DEPART NORTH TRAFFIC AT CRP IGSTADT, TURN LEFT HEADING 027° TO CRP RESTSTOP, THEN NORTHERLY ON DEPICTED GROUND TRACK EAST OF AUTOBAHN (A3) TO CRP NIEDERNHAUSEN.

FIXED-WING DEPARTING RWY 07: DEPART EAST TO CRP EDNA. EXPEDITE CLIMB TO 1400 FEET, THEN NORTHERLY ON DEPICTED GROUND TRACK EAST OF AUTOBAHN (A3) TO CRP RESTSTOP AND CRP NIEDERNHAUSEN.

B. EAST: ROUTE ECHO: DEPART EAST TO CRP EDNA. EXPEDITE CLIMB TO 1000 FEET THEN ALONG AUTOBAHN (A66) TO CRP WEILBACH. CONTACT FRANKFURT ATC PRIOR TO CRP WEILBACH FOR FRANKFURT A66 TRANSITION. (NOT AUTH FOR FW WEIGHING MORE THAN 12,500 LBS)

ROUTE APACHE: DECONFLICTION ROUTE, USE ONLY WHEN INSTRUCTED BY ATC. DEPART SOUTH TRAFFIC AT 1000 FEET PROCEED DEPICTED GROUND TRACK BETWEEN DELKENHEIM AND MASSENHEIM TO AUTOBAHN A66 THEN TO CRP WEILBACH. CONTACT FRANKFURT ATC ABEAM CRP EDNA FOR FRANKFURT A66 TRANSITION. (NOT AUTH FOR FW WEIGHING MORE THAN 12,500 LBS)

C. SOUTH: ROUTE SIERRA:

ROTARY-WING: DEPART SOUTH TRAFFIC AT SOUTHWEST CORNER OF TRAFFIC PATTERN CLIMBING TO 1000 FEET. CONTINUE ON HEADING 145° TO THE MAIN RIVER BRIDGE (MA531390) (REMAIN AT LEAST 600 METERS WEST OF A671 WHEN ABEAM HOCHHEIM), THEN HEADING 210° TO CRP BRIDGE.

FIXED-WING DEPARTING RWY 25: TURN LEFT TO INTERCEPT 145° HEADING TO THE MAIN RIVER BRIDGE (MA531390) CLIMBING TO 1400 FEET. (REMAIN AT LEAST 600 METERS WEST OF A671 WHEN ABEAM HOCHHEIM), THEN HEADING 210° TO CRP BRIDGE.

FIXED-WING DEPARTING RWY 07: DEPART NORTH TRAFFIC ON BASE LEG TO INTERCEPT 145° HEADING TO THE MAIN RIVER BRIDGE (MA531390). (REMAIN AT LEAST 600 METERS WEST OF A671 WHEN ABEAM HOCHHEIM), THEN HEADING 210° TO CRP BRIDGE.

D. WEST: ROUTE WHISKEY:

ROTARY-WING: PROCEED HEADING 235° (AVOID OVERFLIGHT OF HORSE FARM (MA482429) EXPEDITE CLIMB TO 1000 FEET TO CRP CYNTHIA, THEN OVERHEAD RHINE RIVER TO CRP WANDA.

FIXED WING DEPARTING RWY 25: PROCEED HEADING 235° (AVOID OVERFLIGHT OF HORSE FARM MA482429) EXPEDITE CLIMB TO 1400 FEET TO CRP CYNTHIA, THEN OVERHEAD RHINE RIVER TO CRP WANDA.

FIXED-WING DEPARTING RWY 07: DEPART NORTH TRAFFIC AT BASE/FINAL CORNER TO INTERCEPT HEADING 235° (AVOID OVERFLIGHT OF HORSE FARM MA482429) EXPEDITE CLIMB TO 1400 FEET TO CRP CYNTHIA, THEN OVERHEAD RHINE RIVER TO CRP WANDA.

(CONTINUED ON NEXT PAGE)

3. TRAFFIC PATTERN:

- A. NORTH - FIXED-WING ONLY UNLESS CLEARED BY ATC. 1400 FT PATTERN ALTITUDE. PILOTS SHOULD REQUEST AND FLY 1900 FT WHEN AVAILABLE THROUGH ATC.
- B. SOUTH - ROTARY-WING ONLY UNLESS CLEARED BY ATC. 1000 FT PATTERN ALTITUDE UNLESS HIGHER IS REQUESTED AND CLEARED BY ATC. NVS TRAFFIC PATTERN 700'.

4. AREA TRANSITION: ALL AREA TRANSITIONS WILL BE ON PUBLISHED ARRIVAL AND DEPARTURE ROUTES, MAINTAINING 1400 FT MSL. SEE FRANKFURT PUBLISHED VFR ARRIVAL AND DEPARTURE ROUTES FOR CONTINUATION OF ROUTES ECHO AND APACHE AS A66 TRANSITIONS THROUGH FRANKFURT.

5. ROUTE NOVEMBER ONE-WAY AT NIGHT, INBOUND ONLY AT NIGHT WHEN TOWER CLOSED.

6. AIRCRAFT ENROUTE FROM FRANKFURT TO WIESBADEN, CONTACT WIESBADEN TOWER AT CRP WEILBACH.

7. REDUCE AIRSPEED TO 140K OR LESS WITHIN 10 NM WHEN PRACTICAL.

8. NOISE ABATEMENT:

- A. EXCEPT IN EMERGENCIES, OVERFLIGHT OF ALL COMMUNITIES WITHIN THE CONTROL ZONE AND LOCAL AREA IS PROHIBITED. ALL INADVERTANT OR SAFETY RELATED OVERFLIGHTS WILL BE REPORTED IMMEDIATELY TO BASE OPS.
- B. DO NOT OVERFLY HORSE FARM AT MA482429 (ROUTE WHISKEY) AND SCHOOL AT MA524365 (ROUTE SIERRA).
- C. ALL TRANSIENT AIRCREWS REPORT TO BASE OPS FOR NOISE ABATEMENT BRIEFING PRIOR TO CONDUCTING TRAINING IN THE CONTROL ZONE TO INCLUDE TRAFFIC PATTERNS.

9. VFR REPORTING POINT LOCATIONS:

REPORTING POINT	MGRS	LOCATION LAT	LONG
NIEDERHAUSEN	MA 520 551	N50°08'46.23"	E008°19'41.51"
RESTSTOP	MA 541 499	N50°05'58.47"	E008°21'29.57"
EDNA	MA 563 451	N50°03'23.67"	E008°23'22.27"
IGSTADT	MA 525 470	N50°04'20.53"	E008°20'10.48"
WEILBACH	MA 604 452	N50°03'27.94"	E008°26'48.42"
BRIDGE	MA 514 363	N49°58'37.39"	E008°19'19.87"
WANDA	MA 383 418	N50°01'31.09"	E008°08'19.03"
CYNTHIA	MA 469 419	N50°01'37.31"	E008°15'31.17"

10. FOR SPECIAL NOTES, SEE GENERAL DATA.

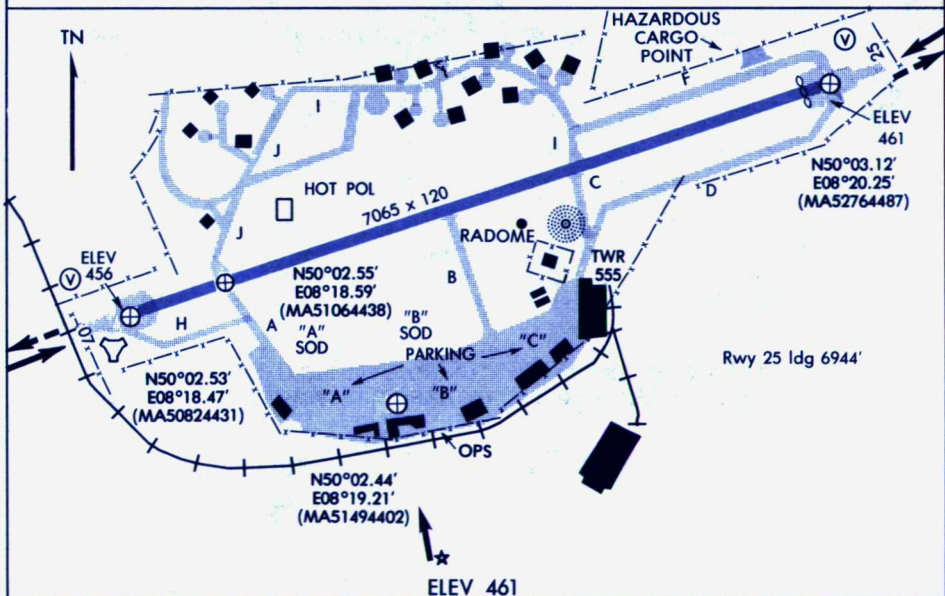
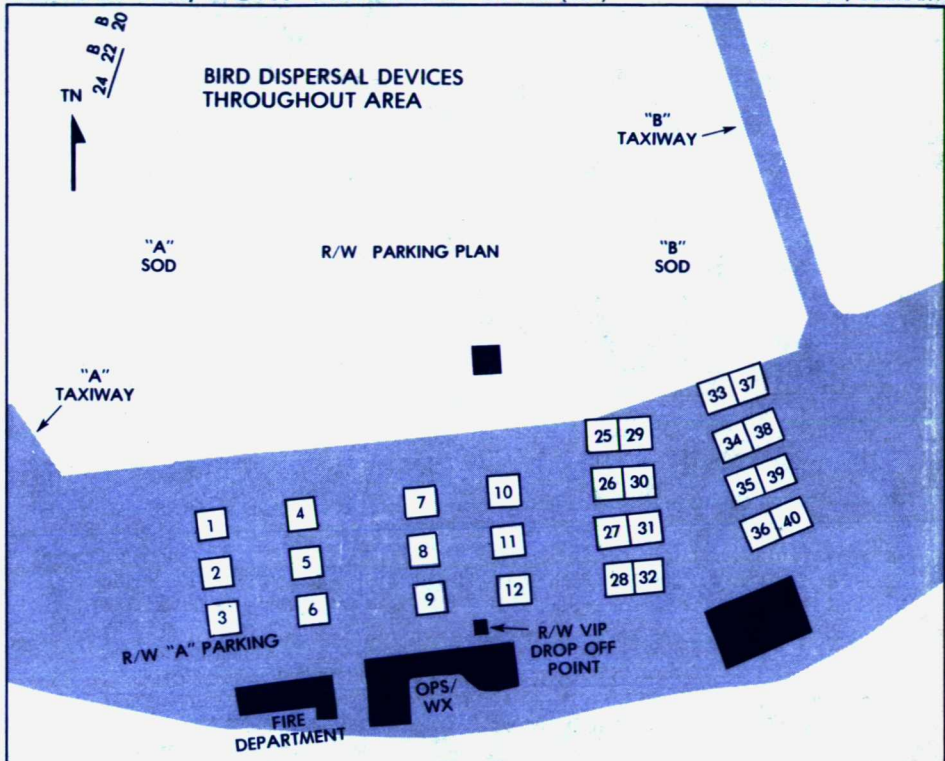
NOT FOR FLIGHT USE

HELICOPTER/LIGHT AIRCRAFT

VFR-1708 (USA)

120

WIESBADEN AAF (ETOU)
WIESBADEN, GERMANY



HELICOPTER/LIGHT AIRCRAFT

WIESBADEN, GERMANY
WIESBADEN AAF (ETOU)

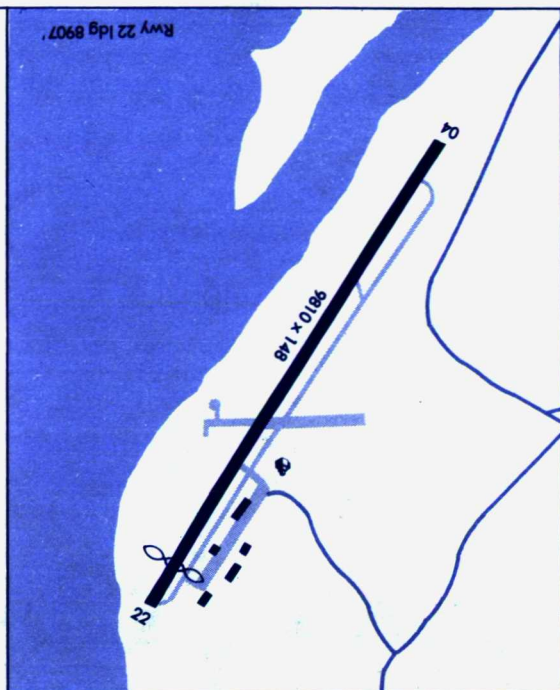
SECTION B

INFORMATION/SKETCHES

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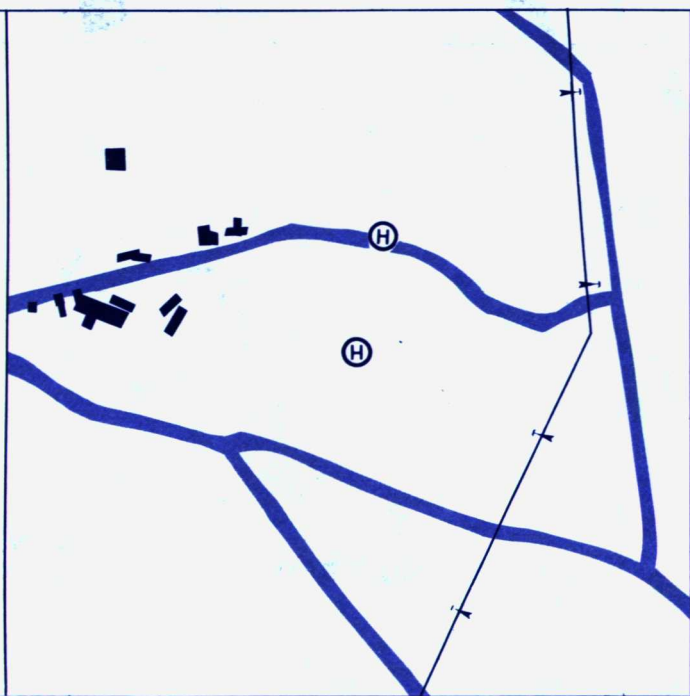
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SHERIDAN BARRACKS LANDING AREA	B-6
PATCH BKS AHP	B-7

Note: Sketches published in Section B are not duplicated in Section A.

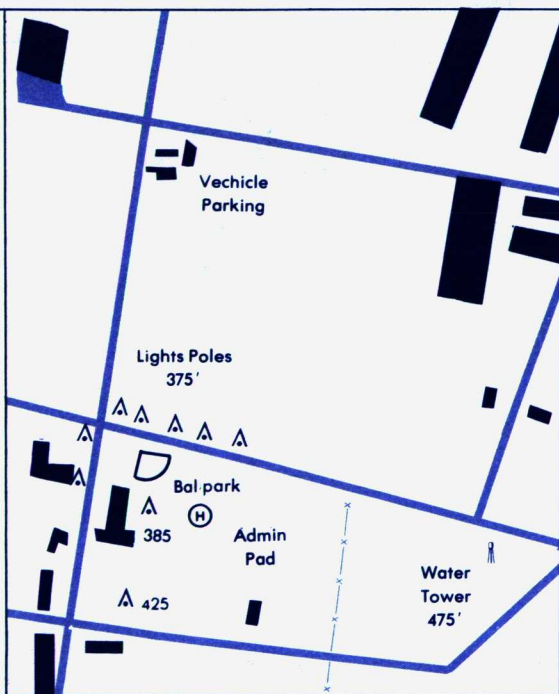


ALVERCA, PO

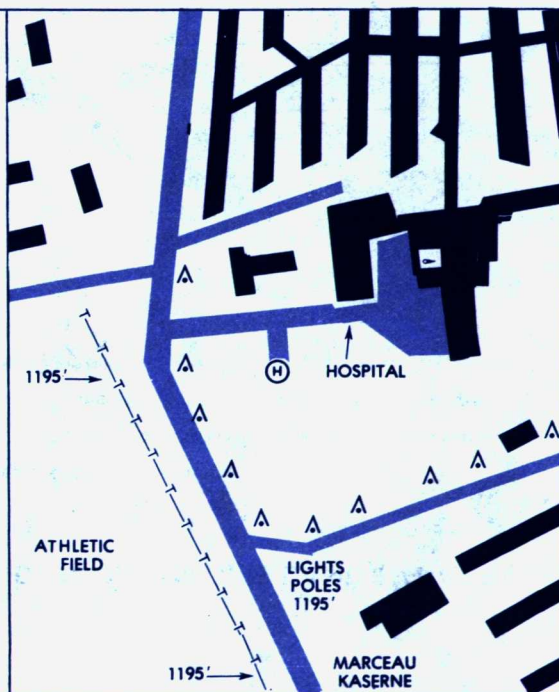
BRUNSSUM AFCEHT HELIPORT, NL



GERMERSHEIM RESERVE STORAGE ACTIVITY AHP (ADMIN), GM

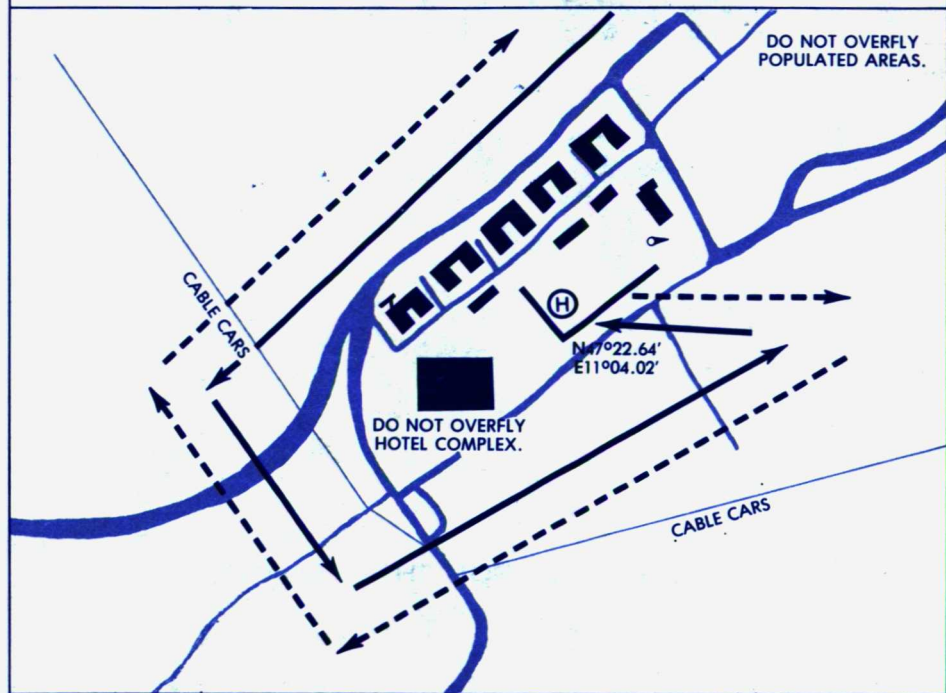


LANDSTUHL HOSPITAL AHP, GM

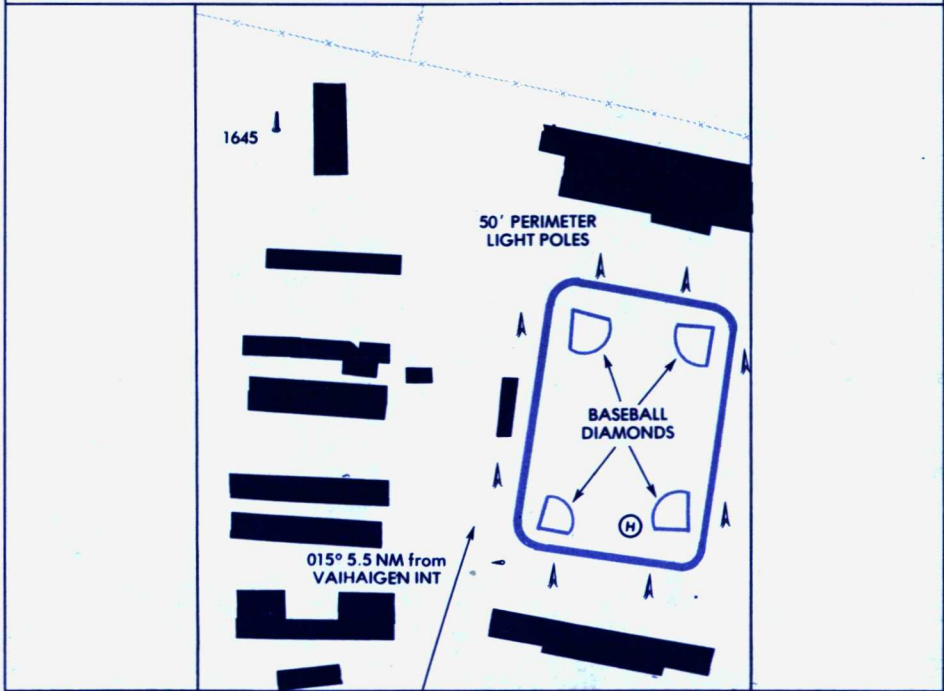


SHERIDAN BARRACKS LANDING AREA, (GARMISCH); GM

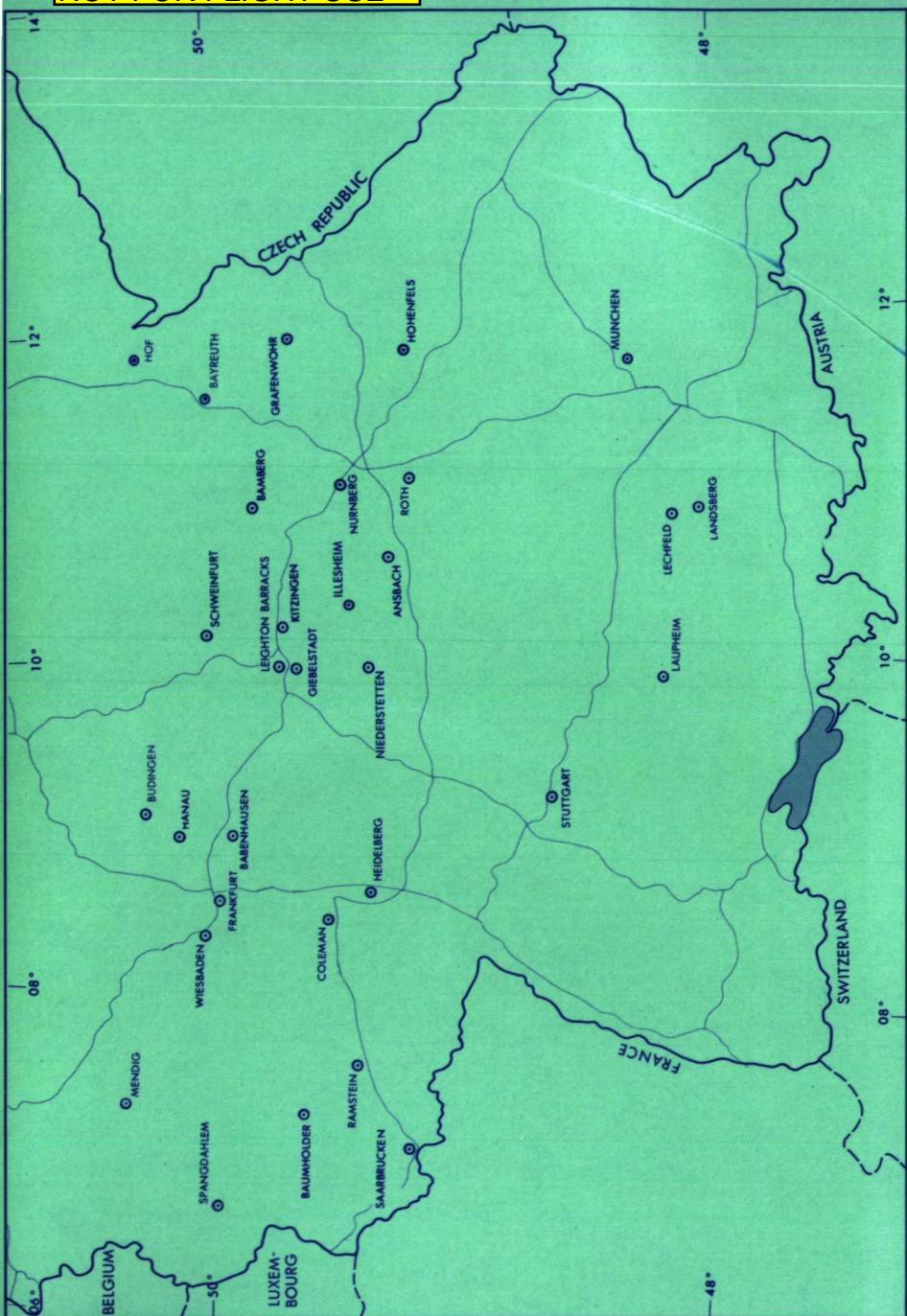
1. PPR, see ENAME Supplement.
2. All ldg to **NW**, dep to **SE**, avoid overfl of populated areas.
3. Exercise extreme caution: PAD surrounded by berm/trees.
4. Caution: Hang gliders all quads.
5. No practice apch.



PATCH BKS AHP, GM



NOT FOR FLIGHT USE



VFR ARRIVAL/DEPARTURE BASES

GERMANY
SOUTHERN

NOT FOR FLIGHT USE

